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– THE WORLD'S NEWS IN PICTURES

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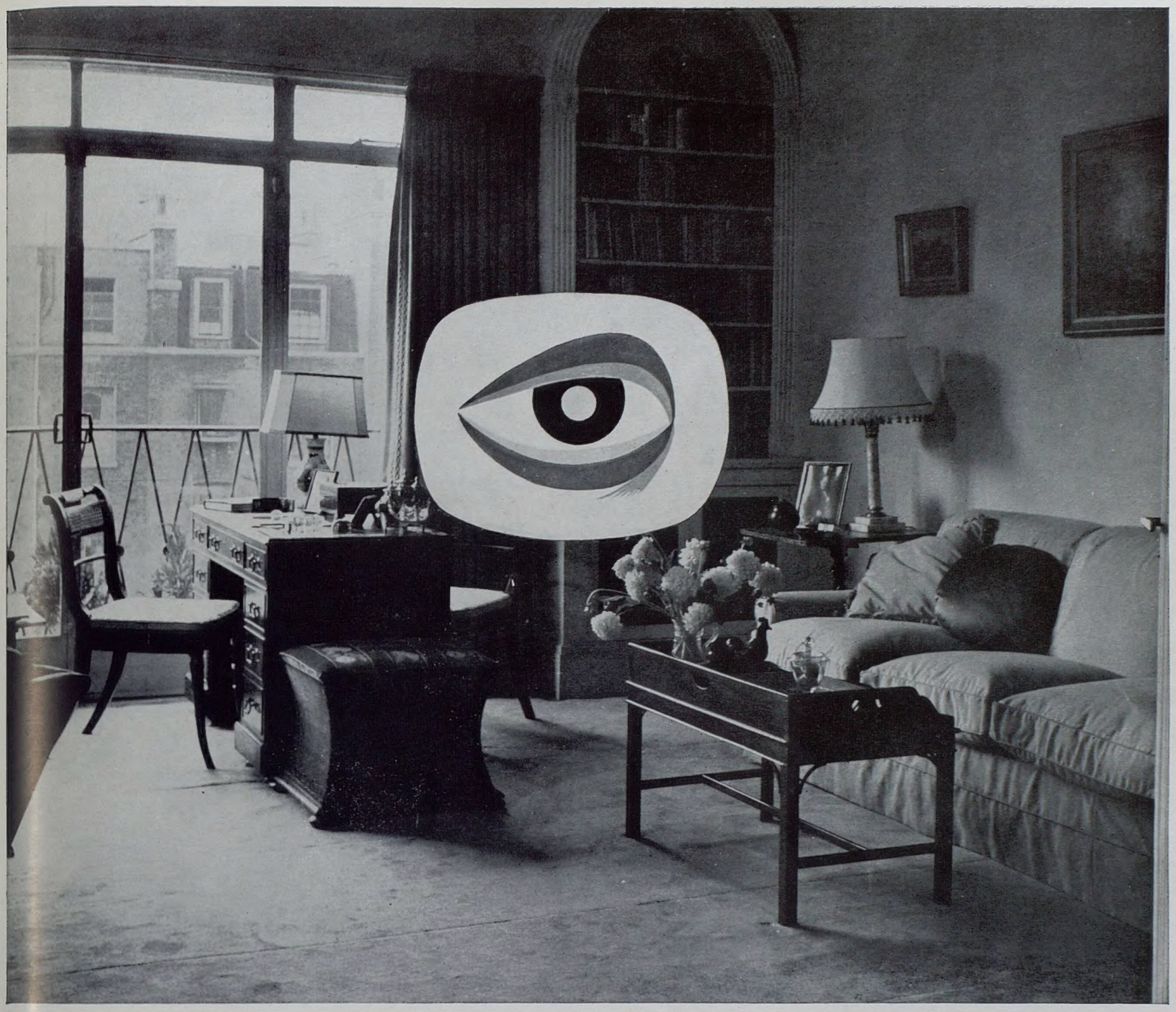

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Yet another example of Turriff resources mobilised in the interests of the nation is taking shape on Winfrith Heath in Dorset, where work is being carried out by day and by night on the United Kingdom Atomic Energy Authority's new research establishment. It is by now a familiar pattern. There's the same meticulous attention to detail and accurate planning in advance. The same strict adherence to the time schedule, the co-ordination of labour, plant and materials on the site and the same expert and enthusiastic supervisory team. They are all there, down at Winfrith. Turriff is building and all's right with the project!

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Volume CCXXXIV No. 3051

The SPHERE, London, September 20, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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THE CHURCHILLS' GOLDEN WEDDING—SIR WINSTON AND LADY CHURCHILL ON THE BEACH AT MONTE CARLO: On the right is their eight-year-old granddaughter, Arabella Churchill, and behind Lady Churchill is their son, Mr. Randolph Churchill. The picture was taken on September 11, the day before the golden wedding anniversary was celebrated quietly at the Villa La Capponcina, at Cap d'Ail. Presents and messages poured in from all over the world, among them being greetings from the Queen.

On September 12, 1908, the Rt. Hon. Winston Churchill, then the young and precocious President of the Board of Trade, married Miss Clementine Hozier at St. Margaret's, Westminster, and, in his own words, "lived happily ever after." Friday of last week was the fiftieth anniversary of their wedding. Sir Winston and Lady Churchill, who are staying at the Villa La Capponcina, at Cap d'Ail, spent the day in the grounds. Mail-vans frequently drove up carrying the greetings of the world. In the afternoon Sir Winston's secretary announced that they had had a quiet and happy day. He added: "They have been profoundly touched by the kindness they have been shown. They hope to thank many people personally for their messages and letters, but I am afraid they will not be able to reply to them all." It is understood that they do not propose to publish a list of the many presents received. However, it is known that the gift from their children was a vellum book of roses hand-painted by distinguished British artists and showing the flowers to be planted in an avenue at their home at Chartwell, in Kent. (Further golden wedding pictures are on page 409.)

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World Affairs

MUNICH—TWENTY YEARS AFTERWARDS

By JOHN CONNELL

TO anyone between the ages of thirty-five and fifty, who possesses a scrap of historical imagination, September is apt to be a month heavily charged with memories. In this generation's experience it is, more than any other, the month of crisis and war. For me there is a curious irony in the recognition that now the memories of September 1938 overshadow and have a deeper significance than those of 1939. I have, admittedly, a sharp twinge every year as the calendar is turned to September 3, and I have a vivid recollection of my battery's first gun-position in a muddy field at St. Paul's Cray; we were hastily equipped with two semi-mobile 3-inch guns, which were alleged to have come to us straight from the Imperial War Museum.

But, above all, September to me is Munich month. No other great political crisis except the outbreak of World War I has been so exhaustively written about and discussed. The array of documentation is daunting indeed: the official papers, despatches and memoranda, the memoirs, the biographies. It is possible, we are told nowadays, to see Munich in perspective; angry tempers have had twenty years in which to cool; fierce partisanship has no place in an objective historical assessment; the dead cannot answer back; the survivors of those who were then in high places are charmingly persuasive old gentlemen who twinkle their skilful *apologia* over tea and muffins. Alas, I cannot achieve a high degree of objectivity; I am still, all these years later, too deeply involved. I accept none of the explanations and excuses. I believe now—as I wrote then—that the policy of appeasement, of which Munich was the melodramatic climax, was morally reprehensible and practically disastrous.

SEPTEMBER 1938 WAS THE MONTH OF MUNICH: *On left*—Mr. Neville Chamberlain leaves for Munich. *On right*—Mr. Chamberlain and Hitler talk at the Hotel Dreesen, Godesberg, with the help of an interpreter (left). It was after one of his flights to Germany that Chamberlain returned to state that there would be "peace for our time."

That the British Government did what they did in good faith is undeniable. There is a massive accumulation of evidence to sustain this assertion. But goodness of intention is no justification of folly and timidity. Chamberlain and his colleagues—to say nothing of their friends and advisers in Printing House Square, the Treasury, All Souls and Cliveden—reached the wrong conclusions from the wrong premises. They took the wrong decisions at the wrong time. They were deaf to every argument except those which suited their purpose. All of them men of honour and probity in their personal and public lives, they committed themselves and their country to courses which were utterly dishonourable. Convinced of their own rectitude and sustained by a high, inflexible but completely mistaken sense of responsibility, they excluded Winston Churchill from office on the excuse that he was "unreliable and irresponsible." Every time he made a major speech in the House of Commons they walked out of it.

It is constantly pleaded in their favour that they strove so ardently to come to terms with Hitler and his strutting Italian lackey because they were appalled by the hideous prospect of another world war. Sir Evelyn Wrench, in his life of Geoffrey Dawson, is one of the most eager exponents of this line of argument: "If," he says, "the entire nation was united behind Chamberlain in September 1939, when war came, it was in no small measure due to the fact that no one had worked more consistently for peace than the Prime Minister." This extreme horror of war, it is worth remarking, was felt most acutely by those who had not served in, and endured the considerable dangers and discomforts of, World War I.

It was a vicarious emotion. It prevented those who were under its sway from realising that life held—as it still holds—horrors worse than even the most terrible and destructive war, and it made them disregard the simple, basic principle that it is better to die free than to live a slave. Stalwart old Josh Wedgwood, when he wrote to congratulate Duff Cooper on his resignation, commented: "I do dislike belonging to a race of clucking old hens and damned cowards." Under other leadership, less than eighteen months later, we were to show with a good deal of conviction that we were not clucking old hens and damned cowards; but in September 1938 that was the impression which, under Neville Chamberlain's leadership, we conveyed to ourselves and to much of the world—including Adolf Hitler, who formed some very curious ideas about the British after his various encounters with the Prime Minister that autumn. Thereafter his little imitations of the old man with the umbrella used to arouse gales of happy Teutonic mirth in his *entourage*.

Meanwhile for six sombre months, until the Nazis gobbled up the sad little rump which had once been Masaryk's Czechoslovakia, the clucking hens had an orgy of self-praise. It is possible to excuse Chamberlain's dreadful phrase about "peace for our time" as the tactless but momentary exuberance of an old codger who was over-strained and over-tired; some of the other manifestations were even sillier and more nauseating. Geoffrey Dawson rewrote his Parliamentary Correspondent's account of Duff Cooper's resignation speech, and described it as a "damp squib." He expressed surprise and some irritation when he received, two days later, the Parliamentary Correspondent's resignation. Was Dawson right, or was Harold Macmillan, who told Duff Cooper, "It was the finest thing I've heard since I've been in the House"? What condemnation is too strong for the fifty nincompoops who wrote to *The Times* urging the setting up of a National Fund in honour of Neville Chamberlain?

It is possible to detect several strains of argument in the excuses and explanations of Munich which have been put forward in such profusion in recent years. The policy of appeasement demonstrated, we are assured, the lengths to which, in a sincere desire for peace and an equally sincere desire to conciliate and trust Hitler, Britain was prepared to go. (That this policy included the total and callous betrayal of our friends and allies is slurred over.) It gained, we are also assured, some dearly needed time in which to hasten on with the vital job of rearming.

According to Tom Jones, Chamberlain saw his Service advisers before he paid his first visit to Hitler; the First Sea Lord said that it would take a year to get the Navy ready; the C.I.G.S. and the Chief of the Air Staff said three years for their respective Services. In the event, we were at war within twelve months; two years later we were fighting the Battle of Britain, and Wavell was preparing to mount his first big offensive campaign against the Italians in the Western Desert. So where is the valuable-time-gained argument, if Tom Jones's contemporary information was correct? For myself I never thought there was much to it after intimate and disillusioning contact with those elderly museum pieces which my battery was allotted in September 1939. To be frank, it is and always was a dishonest argument.

Lord Templewood, who was very close to Neville Chamberlain in these months, gives a characteristically shrewd and candid account of his friend's state of mind:

> He was overwhelmingly convinced that a world war would be an appalling disaster, and that it was his responsibility to try to prevent it. Although fundamentally modest, he was well aware of his own qualities, particularly his power of concentrated action, and he believed that the kind of intensive effort that he had decided to make on the double line of negotiation and rearmament had a fair chance of success.

The negotiation, on Hitler's side, was a cunning trick. Our rearmament was a feeble fraud—as our hardships, dangers and disasters at the beginning of the war were to show. So what use was Chamberlain's double line?

It can be claimed on his behalf that he reached the summit of authority late, when much of the damage had been done. Large sections of the British public were soggily pacifist; Baldwin had seen—and totally misunderstood—the lesson of the East Fulham by-election; Churchill was in the wilderness, Lord Cecil of Chelwood was on the platform at the Albert Hall announcing the results of the Peace Ballot; and the locusts made a meal of years which should have been given to vigilant effort. All that Chamberlain could do was to perform a belated and difficult holding operation. In fact, this was not how he went about his task at all; he did not execute a holding operation in preparation for a war which he dreaded with all his soul. He misjudged men as badly as he misjudged policies, and he strove—at an inordinate cost to his country's honour—to win the friendship of a ruthless and treacherous dictator. He trusted Hitler, and boasted about trusting Hitler, at a time when the briefest, most superficial study of his career and actions would show that to repose the slightest fragment of trust in him was blatant, suicidal folly.

It can be said in defence of other powerful exponents of appeasement—Geoffrey Dawson and several other Fellows of All Souls—that they were haunted by the fear of disunity in the Commonwealth and Empire. Nearly all these men had been members of Milner's "kindergarten," and their South African experience had set its stamp on their opinions and sentiments. Even before World War I, early in Dawson's first term as Editor of *The Times*, this dread was dominant in their minds; to the end they could not exorcise it. It is perhaps the least dishonourable of the various exculpatory arguments; but the sheer facts and figures of the Empire's participation in both world wars prove it to have been a pitiful delusion.

Lord Halifax, who was Chamberlain's Foreign Secretary, has remarked with a serenity which takes my breath away:

> The criticism excited by Munich never caused me the least surprise. I should very possibly indeed have been among the critics myself, if I had not happened to be in a position of responsibility.

His considered view, many years later, is that "it was a horrible and wretched business, but the lesser of two evils." It is possible to admire the candour of that observation, but to disagree with it totally. Munich was as hideously unnecessary as the war which followed it, which it did nothing to prevent and precious little to postpone. Both were made inevitable by the folly, timorousness and stubborn persistence in a mistaken cause of our elected leaders. There are bleak indications that we have not even yet learned our lesson.

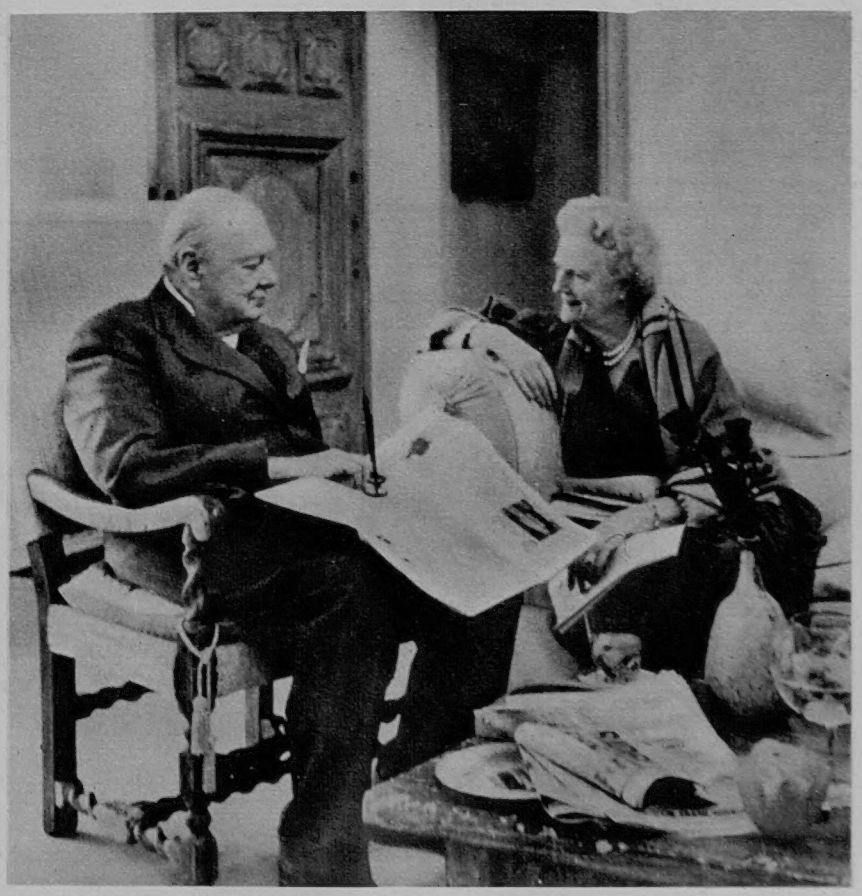
"The Old Stager" is on holiday. "A London Newsletter" will be resumed in next week's issue.

THREE GENERATIONS OF THE CHURCHILL FAMILY : With Sir Winston and his wife on their golden wedding day at Cap d'Ail are their son, Mr. Randolph Churchill, and his eight-year-old daughter Arabella. Among the very few visitors during the day were M. Raymond Gramaglia, the Mayor of Cap d'Ail, and his wife. According to Madame Gramaglia they drank a toast in champagne and Sir Winston said " he was very happy." The greatest statesman of the age will be 84 years old on November 30.

ANNIVERSARY AT CAP D'AIL

The Golden Wedding Anniversary of Sir Winston and Lady Churchill in the South of France

A WALK IN THE GROUNDS : Lady Churchill holds her granddaughter's hand and behind them is Sir Winston with his cigar and wearing a broad-brimmed panama hat. It is expected that the Churchills will return to England in two or three weeks' time.

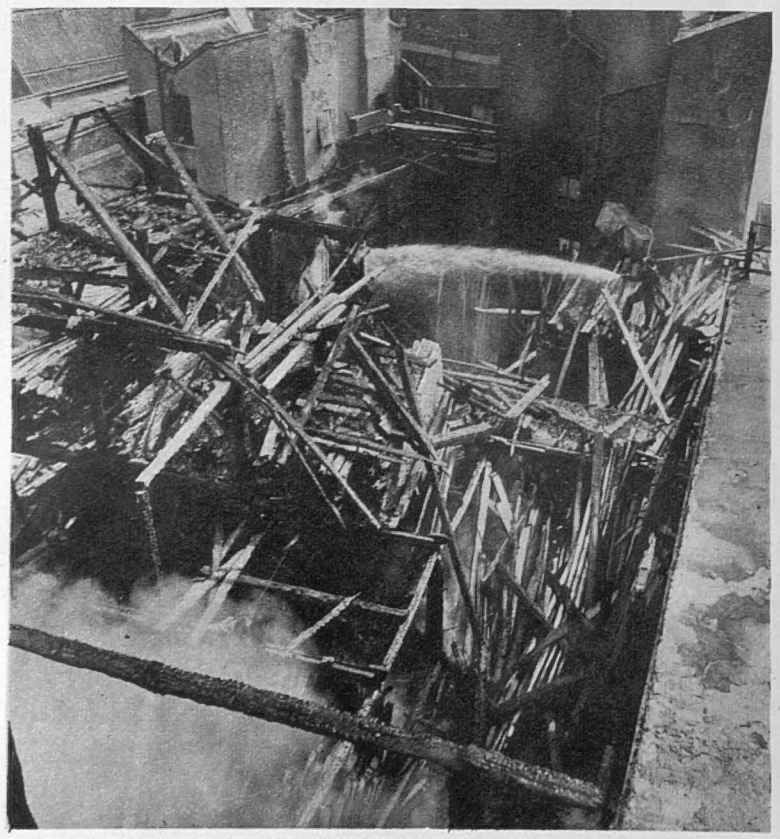


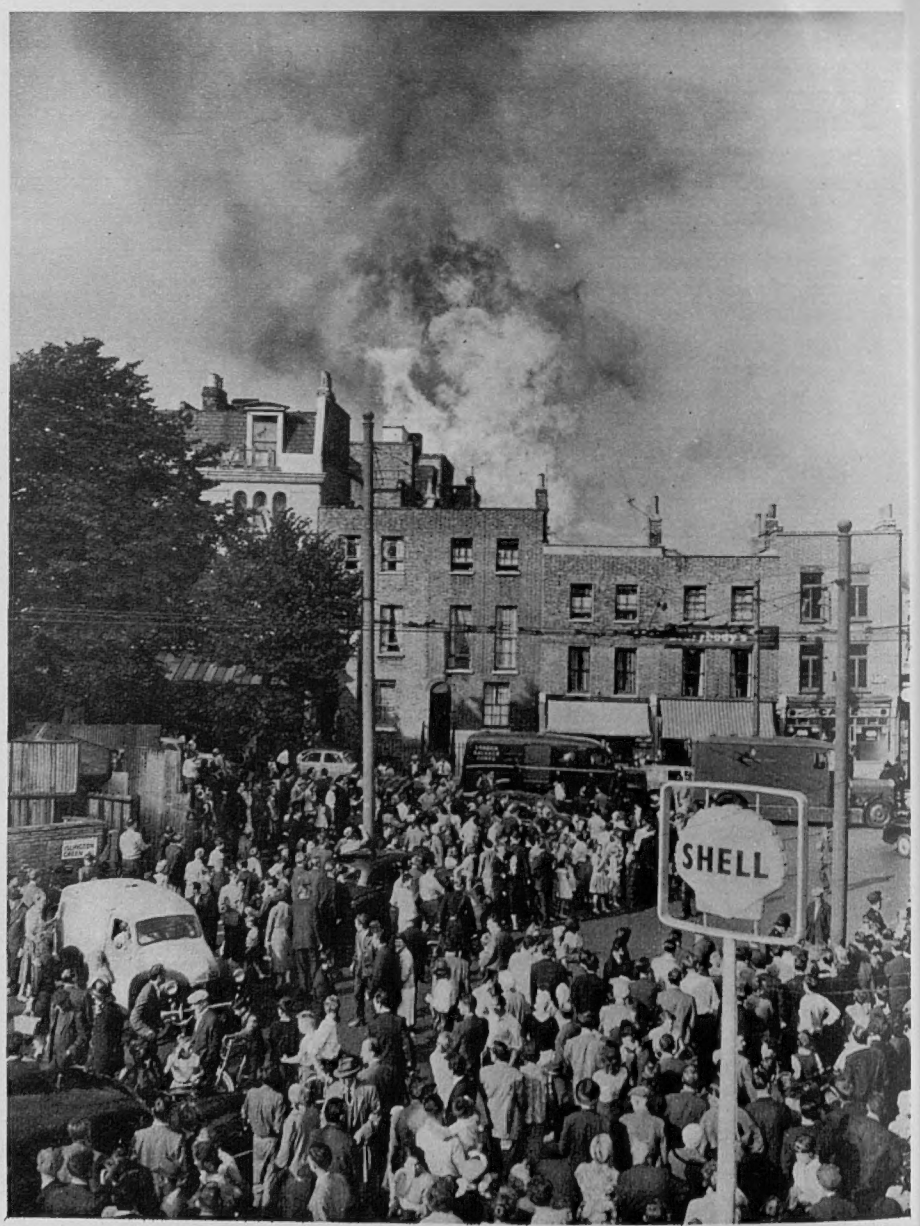
MEMORIES OF FIFTY UNIQUE YEARS: This special golden wedding picture from Cap d'Ail requires no explanation. It portrays clearly the bond which has existed between Sir Winston and Lady Churchill for half a century of an ideally happy marriage.

FIRE CLOSES COLLINS MUSIC HALL : Firemen standing on the roofs of adjoining buildings play their hoses on the timber merchants' building in Essex Road, Islington, which stands isolated by dense clouds of smoke billowing from the timber yard behind it. Before the fire could be brought under control, it spread to Collins Music Hall, which stands on the same site, causing severe damage. The two performances scheduled for last Saturday had to be cancelled and the theatre is likely to be closed for several weeks while repair work is carried out. The blaze is believed to have started in a store in the timber yard, in which paint and creosote were kept. The alarm was raised by a maintenance plumber working on the roof of the theatre, and hundreds of afternoon shoppers assembled to watch more than 150 firemen get the fire under control. The theatre in Islington, founded by Sam Collins in 1846 and rebuilt in 1879, is reputed to be London's oldest variety theatre.

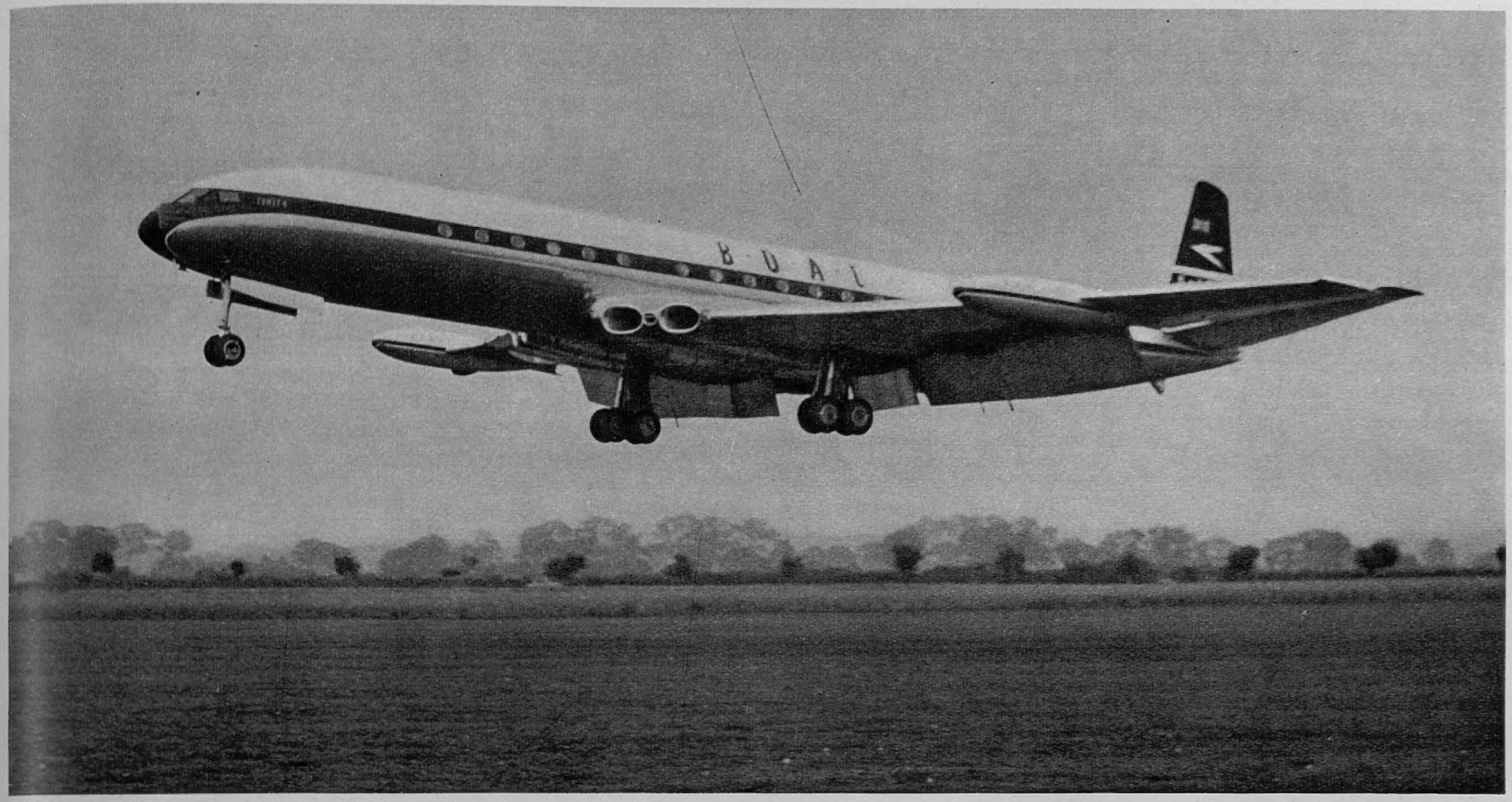
FIRE AT LONDON'S OLDEST VARIETY THEATRE

Collins Music Hall in Islington is Badly Damaged by a Blaze in an Adjoining Timber Yard





CONTROLLING THE BLAZE AT ISLINGTON : *Left*—A fireman sprays water on the charred wood in the timber yard of C. F. Anderson and Son. *Right*—Crowds standing in Essex Road watch flames and smoke billowing from the yard at the rear of Collins Music Hall. The blaze affected the theatre's back wall, back stage and theatre roof, while the water from the fire hoses damaged all the electrical installations. Many of the costumes were lost. Families in adjoining property were evacuated.

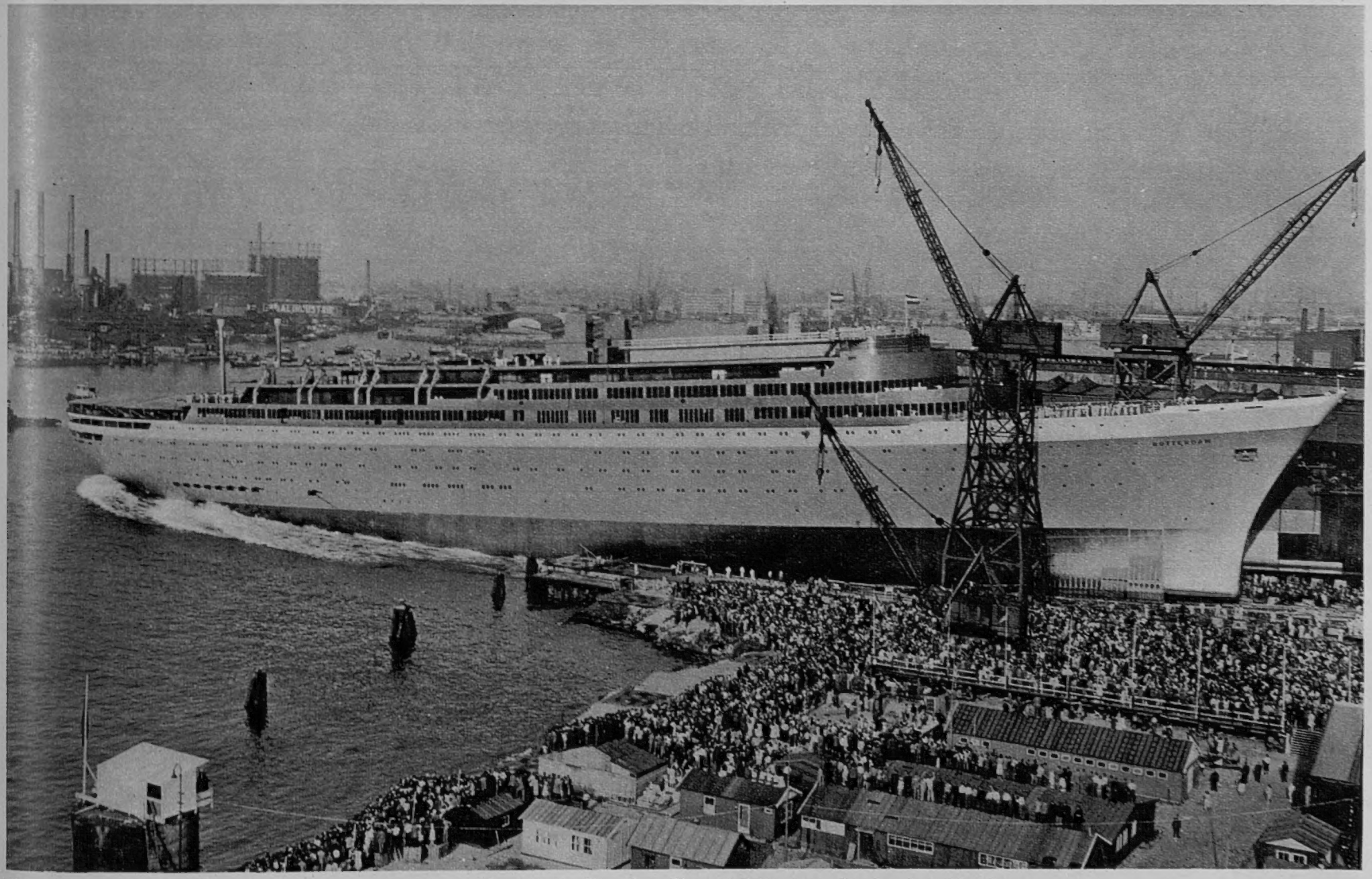


ONE OF THE FASTEST LONG-DISTANCE FLIGHTS YET MADE BY A CIVIL AIRCRAFT : The Comet 4 lands at Hatfield, Hertfordshire, after having flown the 7,925 miles from Hong Kong in a flying time of 16 hrs. 16 mins. at an average speed of 487 miles per hour. With a difference of nine hours between Hong Kong time and G.M.T., the flight was made entirely in daylight.

COMET 4'S ACHIEVEMENT

The Jet Airliner Sets Up a New Record for the Flight Between Hong Kong and London

When the de Havilland Comet 4 jet airliner touched down at the Company's airfield at Hatfield, in Hertfordshire, on September 14, Mr. Basil Smallpeice, managing director of B.O.A.C., described the flight he had made as a passenger as "the most remarkable long-distance flight by a civil airliner—by far the fastest ever made." He was referring to the Comet 4's remarkable achievement of covering the distance of 7,925 miles from Hong Kong to London in a total flying time of 16 hrs. 16 mins. at an average speed of 487 m.p.h. The airliner completed the journey with only two stops—at Bombay and Cairo. The magnitude of the effort can be compared with a Britannia flight for the same journey, which is scheduled to take 33 hrs. 30 mins. The Comet 4 comes into Atlantic service towards the end of the year.



HOLLAND'S BIGGEST PASSENGER SHIP : The liner *Rotterdam* glides into the New Maas River at Rotterdam after her launching by Queen Juliana of the Netherlands. She will be the fifth ship of this name, the first having been built in 1872, and will also be the new flagship of the Holland-America Line. When completed, her gross tonnage will be nearly 40,000 tons.

A STRIKING NEW SHIP

The "Rotterdam," Holland's Largest Passenger Ship, Incorporates New and Unusual Features

When she sets out on her maiden voyage in about a year's time, the *Rotterdam*, the new flagship for the Holland-America Line which was launched by Queen Juliana, will be a ship of striking appearance. The more orthodox funnels will have disappeared and in their place will be two slender smoke stacks side by side well aft on the superstructure. With a length of 748 ft. and a beam of 94 ft., the *Rotterdam* will be the largest passenger ship ever built in the Netherlands. She will have twelve decks and accommodation for 1,400 passengers. These will be divided into two classes—first-class and tourist. For the first time in a big prestige liner, cabin class has been omitted—an indication of changing trends on the Atlantic. Practically all the rooms will have a private bath or shower and lavatory. The cost of the *Rotterdam*, which will carry a crew of some 750, will be in the region of £12,500,000. She is stabilized and fully air conditioned throughout.

MASTERPIECES FOR SALE

Seven French Impressionist Paintings are to be Sold at Sotheby's on October 15th

The seven paintings to be sold by auction on October 15 are the property of the estate of the late Jakob Goldschmidt, who died in New York two years ago. They are the most valuable in the collection which Goldschmidt built up in Germany in the '20's and '30's before going to the United States. The seven pictures are two Cézannes, three Manets, a Van Gogh and a Renoir, and they represent one of the most important small collections of French Impressionist pictures ever offered in a sale-room. Two of Manet's works, a self-portrait and "La Rue de Berne," have not previously been on show in this country. The auction at Sotheby's will start at 9.30 p.m. and will be the first night sale arranged by the auctioneers.

On left—

"LA PENSEE": It was painted by Renoir in 1876, and the artist objected to the title. Later, he wrote: "I wanted to portray a lovely, charming young woman without giving a title which would give rise to the belief that I wished to depict a state of mind of my model . . . that girl never thought, she lived like a bird and nothing more. . . ."

"LA RUE MOSNIER AUX DRAPEAUX—LA RUE DE BERNE": The painting by Manet was made on June 30, 1878, a national holiday when Frenchmen celebrated the success of the *Exposition Universelle*. He sold the painting in 1879 for 500 francs. Now it is one of seven to be sold by auction in London in October.

PORTRAITURE: *Left*—The self-portrait, by Manet, was painted in 1879, fours years before his death. *Centre*—"La Promenade: Portrait de Madame Gamby au Jardin de Bellevue" was also painted by Manet in 1879. It was shown at the Grafton Galleries in London forty-eight years ago. When the three Manet paintings in the present sale first changed hands they realised about £150. *Right*—Cézanne's "Garçon au gilet rouge" is one of four paintings of the same unknown Italian boy.

"JARDIN PUBLIC À ARLES": Van Gogh's painting of two lovers walking in the park in the shade of an immense pine-tree of greenish blue, was one of four painted for Gauguin's room at Arles in 1888. The painting was on show in London in 1936.

STILL LIFE: The second of the two paintings by Cézanne in the forthcoming sale is "Nature Morte: Les Grosses Pommes." Painted between 1890 and 1894, it was also shown in London in 1936 in an exhibition of *Masters of French 19th-Century Painting*.

THE NEWS IN PICTURES

FIELD-MARSHAL MONTGOMERY'S RETIREMENT FROM S.H.A.P.E.: He is speaking at a farewell luncheon given in his honour by the S.H.A.P.E. and Anglo-American Press Associations in Paris. The Field-Marshal, who was appointed Deputy Supreme Allied Commander, Europe, in 1951, will be seventy-one next November. In the course of his speech he said that the area in which he believed there was least danger of war was Europe because of Western preparedness. In lighter vein he went on to describe what had been "the most difficult time in his life." He declared: "I think it was when I rose to high rank and had to fight the politicians."

INDIAN-PAKISTANI BORDER DISCUSSIONS: On his arrival in Delhi Mr. Firoz Khan Noon, the Prime Minister of Pakistan, drives with Mr. Nehru, the Indian Premier. They were meeting in the Indian capital to discuss the border disputes between their two countries which have caused considerable loss of life in shooting incidents in recent months. The talks were reported to have taken place in an atmosphere of cordiality, and it is hoped that as a result better relations may be established between the two countries. Nine territorial disputes on the Eastern frontier were settled and small exchanges of territory were agreed.

A TRIUMPH FOR ASTON MARTINS: The first three cars come up to the finishing line in the R.A.C. Tourist Trophy Race at Goodwood. All are Aston Martins. The winning driver in No. 7 was Stirling Moss, who was partnered by C. A. S. Brooks. Second place (No. 9) was taken by R. Salvadori and J. Brabham, and the drivers of the third (No. 8) were C. Shelby and S. Lewis-Evans. During the race Moss broke the 3-litre class lap record, returning a time of 1 min. 3·26 secs. (93·30 m.p.h.).

On left—

A CELEBRATION FOR THE AGA KHAN: He is seen with the Begum Aga Khan, the widow of his grandfather and predecessor, at a hotel in London. They were attending a party to celebrate the first anniversary of the twenty-one-year-old Aga Khan's succession to the title of his famous grandfather. There were some 500 members present of the Ismaili sect of Muslims of which the Aga Khan is head.

THE ARKANSAS RACIAL SEGREGATION CONTROVERSY: Mr. Faubus (sitting, right), the Governor of the State, is questioned by newspaper correspondents in Little Rock after the news had been received that the Supreme Court of the United States had ordered the authorities of the local High School to admit Negroes immediately. The decision from Washington ordered Governor Faubus to "desegregate" the school as from the beginning of the current term which began last Monday. It was thought that the Governor might invoke certain powers given him by his State Legislature.

A DEMONSTRATION AGAINST SCHOOL SEGREGATION: White and Negro women march to the Town Hall in Buffalo, New York State. The purpose of their demonstration, which was held before the Supreme Court's decision was announced, was to show sympathy with those opposing the segregation in Little Rock, Arkansas. When the Supreme Court's ruling became known, President Eisenhower, in a special appeal, said that only anarchy could result if individuals, communities or states could continuously and successfully defy the Courts, and hoped that "all may live up to our traditional and proud boast that ours is a Government of laws."

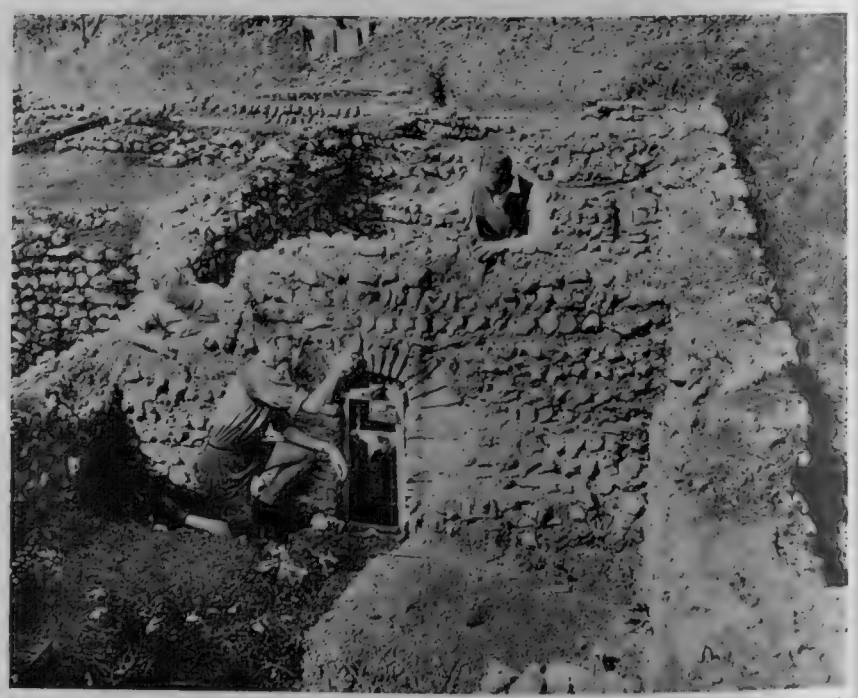
THE NEWS IN PICTURES

A FORMER BRITISH PRIME MINISTER'S NEPHEW IN CYPRUS: Superintendent J. Chamberlain (centre) helps to check identity cards in Ledra Street, in Nicosia, near the spot where Chief Inspector Thomson was murdered recently. Superintendent Chamberlain is the son of Austen Chamberlain and the nephew of Neville Chamberlain, Prime Minister at the time of the Munich crisis. He has lived in Cyprus for many years and joined the police when the situation became grave on the island. There were rumours last week of the re-emergence of a British "resistance" movement in Cyprus, whose leader, styling himself "Cromwell," was reported to be threatening reprisals on Eoka for any terrorist killings.

NEW AEROPLANES FOR THE GERMAN ARMY: A military band strikes up as the first war plane built in Germany since the war is delivered to the Bundeswehr at Hamburg-Finkenwaerder. The transport aircraft, known as the Noratlas, was designed in France and was built under licence in Germany by the Flugzeugbau Weser Company. About 100 planes are on order. Last week, the Bundeswehr took the field for the first large-scale peacetime autumn manœuvres in which German troops have been engaged for twenty years. Eighty thousand troops and 15,000 vehicles are taking part in a series of six exercises (lasting seventeen days), involving attack and defence by tanks and infantry, a Rhine crossing and a parachute drop.

DISASTROUS FLOODS IN BURMA: Carrying their belongings on their heads, local inhabitants wade through the water flooding the main street and houses of the town of Pegu. This is fifty miles from Rangoon, the capital of Burma. *On left*—**With passengers standing on the roof and crowded inside, the local bus ploughs slowly through the floodwater on the road from Pegu to Rangoon. Like so many other parts of the world, Burma has suffered heavy and prolonged rain and storms. Many areas were inundated by floods, when rivers overflowed their banks. Trees were uprooted and could be seen floating on the water with native huts and carcasses of buffaloes and cattle.**

THE SUCCESSOR TO M. DIOR ON HIS FIRST VISIT TO LONDON: Surrounded by eager questioners, M. Yves St. Laurent, the fashion designer for the House of Dior (centre, wearing spectacles), talks at a Press conference at the British Red Cross Society's headquarters in London. Princess Margaret will see a collection of Dior clothes in the Long Library at Blenheim Palace on November 12 in a fashion show organised by the Duchess of Marlborough. M. St. Laurent will be presented. The 150 dresses on show in the Palace will be from the winter collection and will include a specially designed evening gown. According to reports, this will probably be ankle-length and have long sleeves.



A ROMAN VILLA AT LULLINGSTONE CASTLE: Three students of Dulwich College are engaged in the work of excavating the hypercaust archway of the central-heating interior near the temple, used by the Romans in the second century. Under the floor are hollow spaces through which heat from the furnace used to pass to heat the rooms above. The Roman villa was discovered about ten years ago near Lullingstone Castle, in Kent. Several valuable discoveries have been made. The most recent find was a new Temple Ambulatory, where Roman remains, thought to be possibly the owners of the house and temple, have been dug up. Not many details are known at present, as research on the site is continuing.

THE NEWS IN PICTURES

ANIMALS AT A CIRCUS CHRISTENING: Elephants and ponies are among the animals brought into the circus ring at Folkestone to watch the christening of Assarina, the seven-week-old daughter of a circus sea-lion trainer. It is the tradition to have all children brought into the circus world christened in the saw-dust ring. The baby was christened during the stay at Folkestone by the Rev. Dr. Donald Omand, Chaplain to the circus performers.

THE AUTUMN SHOW OF THE NATIONAL ROSE SOCIETY: The many striking blooms are admired by visitors to the Royal Horticultural Society's halls at Westminster, London. This year, the show, which opened last week, was held in conjunction with an international conference marking the 100th anniversary of the first National Rose Show held in London. The President's international trophy for the best new seedling rose was won for the first time by a British rose grower—a floribunda variety called "Dickson's Flame." At the conference, the deputy president, Mr. F. Fairbrother, said that the Society started in 1876, when the subscription was 30s. It is to-day 21s. and 10s. 6d.—a "remarkable state of affairs."

WHY GO TO THE CONTINENT?: A terrace has been laid out at Euston Station, in London, in what is called a "Continental style." Recently opened to passengers, the terrace has been gaily decorated. There is a border of shrubs and flowers separating it from the noise if not smoke of the platform. Small tables are guarded by umbrellas from the glare of floodlights, which one report said "helped to maintain a restful atmosphere." Another report said the floodlights gave the illusion of a hot and sunny climate.

A BLAZING TANKER SINKS UNDER TOW: The crew of the Costa Rican steamer *Concha*, 622 tons, escape in a lifeboat as fire sweeps over the decks following an explosion in the engine room while off Milford Haven, Pembrokeshire. The crew were taken on board the frigate *Chichester*, which had answered the steamer's call for help. While being towed to Milford Haven by the tug *Sheila*, the *Concha*, still in flames from stem to stern and her oil tanks exploding, sank three miles south of Skokholm. The *Concha* had left Dublin in ballast for the Bristol Channel to get orders by radio. It was the second ship the captain had lost in three years.

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THE NEWS IN PICTURES

ELECTIONS IN TANGANYIKA: Voters queue up in the sun to cast their votes at a polling station in Tanga during the first elections for the territory's Legislative Assembly. *On right*—**An African woman puts her ballot paper into the box at Tangamano polling station in Tanga. Looking on is the presiding officer, Mr. Reeve.**

CASTING THEIR VOTES: The Provincial Commissioner of Tanga, Mr. J. V. Shaw (left), the returning officer for the area, places his voting paper in the box.

PRESIDENTIAL ELECTIONS IN CHILE: In street battles after the election of the Conservative candidate, Senor Jorge Alessandri, followers of the Socialist candidate stage a violent demonstration in the streets of Santiago. It was the first time for twenty years that a right-wing candidate topped the poll. He gained a small majority from the leading left-wing candidate, Dr. Salvador Allende. According to the constitution the Congress had to ratify the result, since in the ordinary way a candidate must receive 51 per cent. of the total vote cast. Senor Alessandri gained 386,000 out of a record total of 1,200,000 votes. In all, the three left-wing candidates polled nearly 200,000 more votes.

UNREST IN ARGENTINA: Students throw stones at a Catholic-run private school in Buenos Aires, during demonstrations in the capital. The unrest followed the retirement of the Defence Minister, Gabriel del Mazo. He was reliably reported to have acted in disagreement with a Government Bill to allow private universities to award degrees. Supporters of exclusive State education claimed that their opponents were seeking to enhance the influence of the Roman Catholic Church in educating children.

THE NEW SOUTH AFRICAN CABINET: After the swearing-in ceremony at Government House, in Cape Town, Dr. Verwoerd, the new Prime Minister, sits with members of his Cabinet. They are, from left to right (back row), Mr. J. J. Serfontein (Posts and Telegraph and Social Welfare); Mr. M. D. C. de Wet Nel (Education, Arts, Science and Health); Dr. A. J. R. van Rhyn (Economic Affairs and Mines); Senator J. de Klerk (Labour and Public Works); Mr. B. J. Schoeman (Transport); Mr. S. P. Le Roux (Agriculture); Mr. F. C. Erasmus (Defence and Forestry); and Mr. J. F. Naudé (Finance). In the front row are, from left to right, Dr. T. E. Donges (Interior); Mr. P. O. Sauer (Lands and Water Affairs); Dr. Verwoerd; Dr. the Hon. E. G. Jansen (the Governor-General); Mr. C. R. Swart (Justice); and Mr. E. H. Louw (External Affairs). In the South African House of Assembly Dr. Verwoerd made a brief statement in which he said that during the session he would ask the House to increase the numbers of the Cabinet from fourteen to sixteen.

A GENERAL STRIKE IN VENEZUELA: A crowd scatters as they are fired on from a barracks near the Presidential Palace in Caracas. In a rising last week against the Government of Admiral Larrazábal, unofficial reports said that twenty people were killed and several hundred more were injured. All shops and factories were closed after the rising. Later, conditions became normal when the General Strike ended. The Trade Unions Central Committee announced they were satisfied with measures taken by the Government against those responsible for the rising.

ON THE GULF OF AQABA : An Israeli looks out over the buildings of the port of Eilat, the southernmost point of Israel. An idea of the vulnerability of this part of the State can be formed from this picture. The white buildings in the distance below the mountains are Aqaba, the only port in Jordan. Behind Aqaba are the mountains of Midian, while the range (top right) is in Saudi Arabia. Industries in Eilat include diamond polishing and factories working in semi-precious stones.

THE PORT OF EILAT

On the Gulf of Aqaba, it is of Great Importance to the Economy of Israel

At the southern tip of Israel, stretching ribbon-like down the Mediterranean, is Eilat, on the Gulf of Aqaba, leading into the Red Sea. It is Israel's only outlet to the East. Practically surrounded by territory which is either in hostile hands or belonging to countries which might become hostile, Eilat is symbolic of the whole of Israel, a State encompassed by enemies, pledged to her destruction and refusing even to admit her existence. A few miles from Eilat is Aqaba, Jordan's only port and a place which is vital to that troubled country's existence. This marks one of Israel's boundaries in the Negev, the triangle of desert land in the south of the State. The other boundary is with Egypt. Colonel Nasser and the United Arab Republic are intent on the destruction of Israel, dreaming of Arab nationalism stretching all the way to Syria. Away to the south of Eilat and Aqaba are the sands of Saudi Arabia, rich with oil.

Eilat itself is of modern origin; unlike so much of Israel, it can claim no history stretching back to Biblical eras. Aqaba is probably the site of the ancient Eilat which is mentioned in the Bible as the port of King Solomon. The development of the new port properly began after the Sinai campaign in 1956. Previously shipping had been blocked by Egypt. Of immense importance to Israel, Eilat has grown quickly. Increasing problems of population due to immigration and the infertility of much of the soil has meant that much of the Negev, arid desert land, must be reclaimed. It is planned to settle the next million immigrants in this area between Beersheba and the port. In two years the population of Eilat has increased fourfold to 4,000, and it is intended to settle another 20,000 within the next four years.

Since it is Israel's only port with access to the Red Sea, construction work at Eilat has proceeded rapidly. Building has already started on another jetty to take ships of up to 7,000 tons. Plans have been made to join up with the oil port a mile away. A pipeline runs from Eilat to Beersheba, in the north. After the new road to the north was opened in January of this year, travel became easier and less dangerous. A visit is considered to be almost a pilgrimage, and at Easter of this year 12,000 visitors travelled the road. To cope with the increase of tourism, a new luxury hotel has been built.

Shortly it is planned to start work on a large edible oil processing factory, using oil seed imported from Africa. Of vital importance especially to the development area of the Negev and in general to the future of Israel itself, Eilat to-day is a busy and expanding port jealously watched by neighbouring Arab eyes.

IN THE SOUTHERN TIP OF ISRAEL : At Wadi Timna, fifteen miles to the north of Eilat, is the site of a new copper mine and a copper refining plant, due in production soon. Not far away from this spot are the slag-heaps of King Solomon's Mines.

GUARDING THE PORT : Israeli destroyers, moored to a jetty in Eilat, are used to protect the approaches to the port, which is vital to the economy of Israel.

BUILDINGS IN THE TOWN : In this recently-completed luxury hotel, The Eilat, guests enjoy air-conditioning throughout. All the rooms face the sea. *On left*—One of the few places of relaxation in this pioneer town is Jack's Bar. Thousands of tourists come to Eilat.

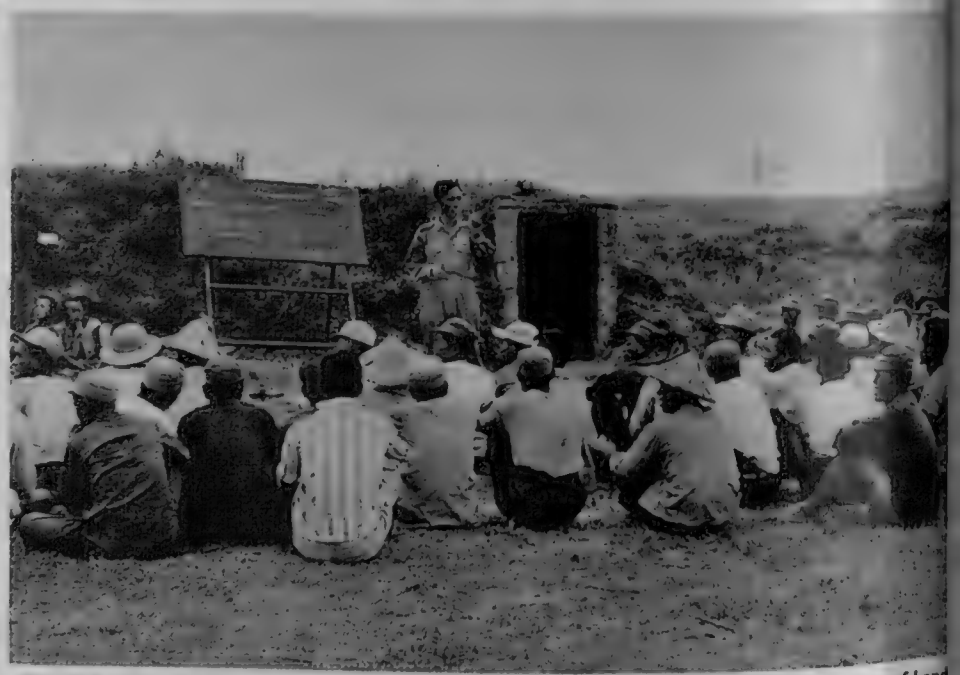
ON THE LOOK-OUT FOR SUBMARINES: Chinese Nationalist gun crews on board a LSM landing craft maintain a vigilant watch, after general quarters had been sounded. The ship was between Quemoy and the Pescadores, off the coast of Communist China, when the alert was given after an unidentified submarine had been reported. The LSM was carrying troop reinforcements.

FAR EAST CRISIS

Convoys with Reinforcements for Quemoy, Protected by American Destroyers

Renewed heavy Communist shelling last week of the offshore islands of Quemoy and Matsu, held by Nationalist soldiers under Chiang Kai-shek, showed that, despite proposals for ambassadorial meetings, Communist China was intent on not giving ground in " liberating " the islands. Meanwhile, convoys were reaching Quemoy carrying reinforcements to the garrison of the island under protection of American destroyers. Although at the time these ships had not been fired upon by Communist guns, they were sailing dangerously near the batteries. A Peking Foreign Ministry spokesman complained about the " intrusion " of U.S. warships within the new 12-mile limit, recently declared by Communist China. In Washington, Mr. Dulles, in a long statement last week, said that Peking's declaration of this limit was no more permissible than for a Government to " grab " land by unilateral decision.

Mr. Dulles seemed to imply that the United States would proceed alone if it came to war over Formosa; moreover, the implication seemed to be that the Administration proposed to proceed alone in terms of Congress and the American people, since some of the elements were too " delicate and difficult " for public appraisal. Later, President Eisenhower in a television address said there would be no policy of appeasement over the crisis in Formosa and that the situation although serious was not desperate.



PREPARING TO DEFEND THE ISLAND: An Army officer on Quemoy gives instructions in the use of hand grenades to a group of villagers. The class was held in case of a Communist invasion of the island. *On left*—Nationalist soldiers rest in the shade of a large tarpaulin on board a landing craft. They were transported from the Pescadores to Quemoy to reinforce the garrison.

TOWED BACK TO THE PESCADORES: A damaged Nationalist patrol craft is taken back to harbour on Makung, towed by a minesweeper. According to reports, it was torpedoed by a Communist torpedo-boat six miles from Quemoy and was prevented from landing on the island some 400 Chinese troops and a number of foreign correspondents. It was stated in Makung that at least five Nationalist convoys, escorted by American destroyers, had left for Quemoy by last week.

DAMAGED NATIONALIST HOMES: A small child stands amid the wreckage of a village shelled by Communist guns from the mainland. *On right*—A Chinese woman steps over the fallen timber of her house on Quemoy. Later reports said that American vessels had been ordered to stop escorting Chinese Nationalist convoys to Quemoy.

VICTORS IN R.A.F. SERVICE

Britain's V-class Heavy Bombers Operate from a Base in Leicestershire

The Victor is the latest of an unbroken line of large Handley Page aircraft which have served the Royal Air Force from its inception. It originated more than forty years ago during the First World War with the H.P.O/400, the world's first big bomber. With the advent of the Victor and in the light of Britain's future defence plans (which see no need for any new bomber), Handley Page have produced the first and probably the last bombers to serve the R.A.F. On entering full operational squadron service with Bomber Command's No. 10 Squadron at Cottesmore, the Victor has become Britain's premier V-bomber. The Chief of Air Staff underlined this opinion when he said: "I would say it is as good as anything in the world—probably better for the specific task which it has been built for than anything in the world."

The four-jet bomber has emphasised its exceptional capabilities by going through the sound barrier without the slightest effect on a routine test flight. It is the largest aircraft in the world to have exceeded the speed of sound, and is the biggest and heaviest of the three V-class bombers. Unlike the other two the crew are together in one compartment. In spite of its weight, conventional type, power-operated flying controls, give the Victor the "feel" of a light bomber and at its operational height it can outfly and outmanœuvre any fighter in squadron service to-day.

THE BIGGEST AND HEAVIEST OF BRITAIN'S THREE V-BOMBERS: Eight of the Handley Page Victors now in service with the Royal Air Force Bomber Command's No. 10 Squadron, at Cottesmore, in Rutland, are lined up on the runway for inspection before taking-off. *On left*—The fin and high swept-back tail appear as small aircraft in themselves. Victors carry a crew of five.

BEFORE AND AFTER TAKE-OFF: *Left*—The crew climbs aboard. *Right*—The Victor in flight. The four-jet bomber employs the "crescent wing" in which the angle of sweep of each wing is progressively decreased from root to tip, with the outer sections only slightly swept. This configuration was evolved to meet a specification which called not only for operation at high subsonic speeds at altitude over very long ranges, but also good control over the whole speed range, particularly at the approach and landing.

THE AMERICAN RIVAL TO BRITAIN'S COMET FLIES INTO LONDON: A Boeing 707-120 of Pan American World Airways comes in to land at London Airport after completing the Atlantic crossing from New York in a flying time of 7 hours 28 mins. It was the first American jet airliner to cross the Atlantic, the purpose of its visit being to undergo noise tests before going into service between New York and London, possibly early in November. The Ministry of Transport and Civil Aviation has laid down that **during an initial period of experiment, jet aircraft which have yet to be proved to be sufficiently silent in take-off and landing will be allowed to use airports in the United Kingdom only under conditions designed to reduce disturbance to a minimum.** B.O.A.C.'s Comet IV, which recently made a record-breaking flight from New York to London in 6 hours 28 mins., has already undergone similar tests at London Airport and Idlewild, in New York. It is to be introduced on the North Atlantic service later this year. Several versions of the Boeing 707 are planned, and to date orders have been placed for 151 of them. The 707-120 is the basic version. It has accommodation for 96 first-class, 143 tourist or 168 economy-class passengers. Four Pratt and Whitney J-57 jet engines, each giving a thrust of 13,000 lb., are installed in pods under the wings.

MUFFLERS TO CUT DOWN ENGINE NOISE: Multiple-tube sound suppressors are fitted. The noise of the jets is muffled and the character of the sound changed. This results in less noise near airports and a lower sound level in the aircraft cabin.

AMERICA'S FIRST JET AIRLINER

The Boeing 707 Flies into London Airport for Noise Tests

INSIDE AMERICA'S GIANT JET: *Left*—The view is of the passenger cabin, showing the seats, in sets of three, on each side of the gangway. *Right*—The picture gives some idea of the vast number of complex instruments and dials in the cockpit. On the return journey from London to New York, the airliner's flying time was 7 hours 29 mins.—one minute more than the outward-bound flight. When the Boeing 707 comes into passenger service it will be able to carry 150 tourist passengers.

NEW GUINEA'S FLYING FOXES

Pictures of a Baby of the Species in Captivity

Almost everywhere in New Guinea, except in the mountainous areas, strange creatures can be seen flying through the air each evening after sunset. Nearly all of them are flying singly and in the same direction and at heights varying from 150 ft. to 1,500 ft. The wing beats are regular and the flight is strongly reminiscent of a bird's. These creatures are flying foxes—gigantic fruit-eating bats. With bodies roughly 16 ins. long, the biggest of the flying foxes have a wing-span of up to 5 ft. Large protuberant eyes are set in a head which looks like that of a fox, and the body is covered with brown or browny-yellow fur. They hang head-downwards and are nocturnal. The flight after sunset is the journey by the flying foxes from their sleeping-places in the jungle to wherever there is the ripe fruit they feed on. Some of them may be heading towards native clearings where they go for bananas and papayas.

A flying fox finds its food by its sense of smell. This is so acute that it is capable of locating a hut (and clambering through the space between the tops of the walls and the overhanging roof) to find bananas which are hung inside a room to ripen. The dormitories where the flying foxes congregate to sleep during the daytime vary as the flocks move. If such a dormitory is found with the help of a native guide and visited, it presents an astonishing sight. Clusters of the animals hang upside down from the trees looking like bunches of fruit. Mostly the flying foxes sleep in the upper branches. Long before the area is reached, the din of the cries and squeaks of the thousands of these bats can be heard in a continuous hubbub. Some of them can be seen circling round the trees looking for a suitable branch. An occasional female can be seen flying with its baby clinging tightly to one side. In one area, perhaps in a mangrove dormitory, extending two-thirds of a mile up a river and for hundreds of yards inland from the banks, it would be impossible for a visitor to

AN INQUIRING LOOK : With its protuberant eyes, long muzzle and pricked ears, the flying fox's head looks like its namesake. Its fur is usually brown in colour.

estimate the number of the animals—there might be at least 50,000. Many flying foxes are troubled by vermin, scratching their stomachs and the fur on their bodies. When asleep, they wrap themselves up like parcels, using the membrane of their wings as a wrapping, and when the sun is hot in the middle of the day they use their wings as fans, keeping them constantly in motion.

The photographer who took the pictures on this page captured a female and her baby. The latter proved to be surprisingly large, measuring 31 ins. between the tips of its outstretched wings. Evidently it takes a long time for the young to become independent. Flying foxes appear to take long flights every evening to their hunting-grounds which the young would not be able to manage. Often these journeys are of several miles over the sea. In a dormitory it is usual to see young flying foxes hanging in the lower branches of the trees after having fallen off their mothers. Such young nearly always die, as in the huge number using the area it would be impossible to find the parent. The sleeping area is usually several miles from the feeding-grounds.

The photographer kept the young flying fox for several months in captivity to observe its behaviour. A horizontal branch was fixed some 5 ft. off the floor in one of his rooms. It was discovered that not only would it greedily lick up any milk given it, but would also eat papayas and ripe bananas, of which it appeared to be very fond. After eating, it would parcel itself up in its wings, hiding even its head, and go to sleep. Usually it slept all day, but on being awakened during daytime, would willingly accept a piece of banana. If it wanted more, it would stretch its neck and look inquiringly. As it grew older, the flying fox grew restless

A YOUNG FLYING FOX : This animal, an inhabitant of New Guinea and taken into captivity, hangs from a pole. Usually it hangs upside down, like other bats.

AN UPSIDE-DOWN WALK : This is the usual method of progression when it moves along a horizontal branch. The membraneous wings can be clearly seen.

in the night. It would exercise itself by flapping its wings; when it did this it acted as a large fan. The curtains fluttered and papers and letters would fly into the air. In the end, after it had made several attempts at flights inside the room, usually landing on the floor with a loud thud in the middle of the night, it became apparent that it was no longer content to hang quietly on its pole. It was decided to release it so that it could join a flock of flying foxes. A tree bearing ripe figs was found. At night others of these animals feasted on the fruit. The young one was released and put on the trunk of the tree. It climbed briskly upwards to disappear in the thick foliage. Thus ended a period of captivity which was certainly fascinating to the onlooker and perhaps intriguing to the young flying fox.

WRAPPED UP LIKE A PARCEL : When the flying fox goes to sleep it covers itself with its wings. This young one has just awakened and has unwrapped its head.

A NEW BRIDGE AT COLOGNE-ON-RHINE: Workmen are busy completing the recess in the stonework on the ramp at the Cologne end of the Severin Bridge. The girderwork will fit into the recess. From this point the bridge will cross the embankment tramway (foreground) which is used by fast trams to Bonn. The new bridge will link the Goten-Ring at Deutz with the centre of Cologne on the west bank of the Rhine. 8,000 tons of steel are being used in the construction of the bridge, which will be almost 2,250 ft. long and 96 ft. wide. It will be the second road bridge built over the Rhine at Cologne since the war. The first was the Koln-Deutz, opened in 1948. Scheduled for completion in 1960, the new Severin Bridge has a suspension-type span, supported by a single, high central pylon, and will have a 62-ft.-wide carriageway.

ON THE EASTERN BANK: Much progress has been made on the erection of this section of the girderwork which will form part of the new Severin Bridge. It will help relieve congestion on the Koln-Deutz Bridge 400 yards downstream. Almost 70,000 vehicles are registered in Cologne and the two existing bridges, the Koln-Deutz and Mulheim, have to carry a large amount of traffic.

ACROSS THE RHINE

The Construction of a New Road Bridge and Work on the Viaduct at Cologne

RESTORATION OF THE RAILWAY VIADUCT: A crane, (left), mounted on a floating dock, is used in reconstruction work on part of the Hohenzollern double viaduct over the Rhine at Cologne. The section carries the railway and a footpath from the west side to the east side of the river. At the moment only one-half of the bridge is in use. It was partly demolished by German soldiers retreating towards the end of the war.

ACROSS THE RIVER: With its towers rising 520 ft. above the level of the streets, Cologne Cathedral can be seen in the background. One-half of the double viaduct is in the foreground. After seven years' work this half was reopened in 1953. At the moment it carries the weight of all the rail traffic, but the restoration of the second half will relieve the congestion. It is estimated that to-day nearly 700 trains use the viaduct.

"THE SPIDER OF THE DOLOMITES"

A Famous Italian Alpine Guide, Cesare Maestri, Ascends the Castei Wall

IN THE DOLOMITES: Trailing a rope behind him and with the valley far below, Cesare Maestri climbs up a vertical rock face at the beginning of his ascent of the Castei Wall, in the Ambiez Valley.

UNDER AN OVERHANG: The Italian guide, Cesare Maestri, braces his foot against the rock to keep his body vertical as he leans to find the hold.

ON THE CASTEI WALL: Apparently suspended in space, the famous Alpine guide stretches upwards to find a safe purchase for his hand in a rock crevice.

UP THE ROCK FACE: Balanced on the slight inward slope, Maestri clambers up the Castei Wall towards an overhang. It is a sixth-degree climb.

A SHORT REST: High on a small ledge Maestri looks pensively down on the vertical stretch of rock he has just climbed. Below him is the Ambiez Valley.

The steep precipices and rocky pinnacles of the twisted limestone masses of the Dolomites, in the extreme north of Italy, are a paradise for climbers. Amid the magnificent scenery, the jagged and isolated peaks offer a temptation which no climber can resist. For it is a characteristic of such men that they scorn the easy way up or down and seek those routes which offer the greatest challenge. Climbs are graded according to difficulty. In sixth-degree climbs the route is up overhanging rock; to a spectator the climber appears to be defying the laws of gravity. Not content with seeking harder and harder climbs, the élite of the Alpinists argue among themselves about the amount of equipment allowed. The purists are scornful of modern aids and follow the famous Austrian climber, Paul Preuss, who used only a mallet and a piercer (a tool shaped rather like a bodkin).

In the Dolomites one of the most famous guides is Cesare Maestri, known as "the Spider of the Dolomites." This twenty-seven-year-old Italian makes his living climbing up and down the rock face of the mountains and has joined the exclusive group of the élite of rock-climbers. It is impossible to list all his climbs because some of them are not even recorded in his notebook—the notebook every Alpine guide carries with him. After years of obscurity, Maestri became so well known that one of Italy's leading newspapers sent a reporter to write about him. The article was enthusiastic, saying that "In the first days of July, Maestri, alone, conquered the eastern wall of the 'Sass Maor' (Pale di San Martino), and this represents a distance of nearly 2,000 ft. of sixth-degree climbing (that is to say, up overhangs). He did it in exactly two hours." The article goes on that Maestri climbed down in two hours fifteen minutes. Details are given of another climb on the Paganella mountain, which Maestri descended and, without stopping, climbed up. "He did it in two hours fifteen minutes," the report continues. "It must be considered that a normal Alpine team, using a rope, needs five or six hours for the job."

Cesare Maestri uses rope as little as he can. He does not use it in ascents except as a temporary support while hammering in steel footholds and carries it chiefly to speed a descent if he is caught by bad weather. The Italian guide says that he considers mountain-climbing to be a pure sport. "It is an adventure, a passion, and, once the summit is reached, a personal satisfaction." Perhaps only rivalled in his domain of the Dolomites by his companion, Walter Bonatti, the Italian climber has made innumerable ascents of some of the most difficult of all rock climbs. He seems inevitably attracted to sixth-degree climbs, where he has chiefly earned his title as "the Spider of the Dolomites." Although apparently not afflicted by fear, Maestri admits that when he is nervous he has the habit of sucking on a baby's dummy.

These pictures were taken by a photographer, himself a rock-climber of no mean ability, using a telephoto lens. He took easy routes to points where he could photograph Maestri's climb. This was up the Castei Wall, in the Ambiez Valley. As can be seen, much of this was up overhanging rock faces with sheer drops of 1,200 ft. below. Afterwards, the photographer said he had been very frightened.

"THE SPIDER OF THE DOLOMITES": The twenty-seven-year-old Italian Alpine guide, suspended like a fly, or the spider from which he gets his nickname, moves sideways as he finds the next crack for his left hand. The pictures on these two pages were taken of Maestri's climb by a photographer who used a long-distance lens.

NEARING THE TOP OF THE CLIMB: Maestri, standing high up on the Castei Wall, pulls gently at his rope snaking down the rock face below him. As can be seen in this picture, part of the climb is up overhanging rock, while the remainder is practically perpendicular. Maestri uses rope chiefly to hasten a descent when caught by bad weather.

A DIFFICULT PART: For about ten minutes Maestri was hidden from the photographer as he searched for the best way round this stretch. He appears on the rock itself, having given up attempts to discover an alternative route.

INSIDE A MOUNTAIN REFUGE: While waiting for propitious weather to start his climb up the Castei Wall, Cesare Maestri (centre) examines one of his ropes. Seated in the small hut, he exchanges experiences of different climbs with his colleagues, other Alpine guides.

CORNWALL, BARDS AND LANGUAGE

Some Thoughts and Comments After a Visit to Newquay for the Gorsedd of the Bards of Cornwall

By BRIAN VESEY-FITZGERALD

THE author of a modern book about the West Country has described Newquay succinctly as "a mess about which nothing can now be done." This may seem to be an unduly harsh criticism, but I do not think that anybody could honestly say that it is unjust.

Newquay is modern Cornwall. Less than a hundred years ago, before the coming of the railway (which was in 1875), it was a small fishing village with a population of about 800. Remembering this, one wonders why on earth the railway was ever carried there. It was no mean engineering feat to bring it across the spine of Cornwall from Par Station, and it may be quite certain that the catch of fish at Newquay never justified the effort or even the thousandth part of it. In any case, the arrival of the railway killed the fishing village stone dead. To-day Newquay is the largest town on the north coast of Cornwall: so it must be admitted, I suppose, that somebody had foresight.

I have said that Newquay is modern Cornwall. That is not strictly true. Newquay is not really a Cornish town at all: it is a town on the north coast of Cornwall, which is a very different thing. Architecturally—and there can be no question about it—it is "a mess." It looks as if it were rushed up in a hurry (which it was) and somehow it gives the impression of being rather surprised at being there at all. It is, indeed, a first-rate example of rush development without planning. This is a seaside resort, but you cannot get a view of the sea from any one of the main streets. There is virtually no sea-front: there is nothing that could be called a "promenade" or an "esplanade." Which, you will agree, is unusual, if not unique; at least in a place of this size.

Newquay, if the gentleman with the foresight had had just a little more, could have been one of the most beautiful seaside resorts in Britain. In fact, walking casually round the town, one gets the impression that beauty has been deliberately attacked. The fashion in Cornwall seems to have been to find a really good headland within reasonable distance of an inhabited place and then to build upon it the largest possible hotel. Maybe Newquay set the fashion: I do not know. Let me add that the Newquay hotels (all those of which I have experience) are excellent, among the best in Cornwall, but externally I cannot say that I think they grace their surroundings.

Despite all this, and despite the railway facilities, Newquay is an immensely popular seaside resort, the only serious Cornish rival to the great seaside resorts of Devon. And that is a remarkable achievement. The town itself may be "a mess," but the coastal scenery around is beyond compare, absolutely magnificent: mile upon mile of gaunt, savage, cliffs, their bases white with foam, stretching all the way to the fantastic weather-wrought architecture of Bedruthan Steps: mile upon mile of smooth white sands all along the curve of Watergate Bay: an almost endless array of coves and caverns, some of them of immense size: vast seascapes: and even on the hottest day, the invigorating air of the Atlantic.

Inland it all appears to be rather dull and monotonous; just one treeless hump after another in an otherwise flat landscape, with the blue lump of Bodmin Moor in the far distance. But, when you start to walk it, you soon find that this is very deceptive country. It looks pretty level, but actually it is cut by deep ravines—like the Vale of Lanherne—which are so thoroughly hidden that the stranger comes upon them with astonishment. It is nothing to drop down suddenly 400 ft. and, as suddenly, to climb 400 ft. up again on to the plateau. If Newquay is surprising in one way, the country all around is equally surprising in another.

I think that this is largely the secret of Newquay's success. People do not come to see Newquay itself—at least not twice, I feel sure—but to explore the country around. If you come once and are fascinated by this beautiful, strange, rather hostile north Cornish scenery (for compared with south Devon, for example, it is rather hostile), then you come again and again. Especially, it seems to me, if you are a north countryman. Every time I have been to Newquay I have been struck by the prevalence of Lancashire, Yorkshire, and Tyneside voices in the streets and by the numbers of motor-cars with north country registration plates. This year, it seemed to me, there were even more than usual.

Now, this was the place—this new, unCornish, town—chosen for this year's Gorsedd of the Bards of Cornwall. It may seem to you an improbable place for the holding of so ancient a sounding ceremony, and particularly at the height of the holiday season. But, in fact, the Gorsedd of the Bards of Cornwall is very much newer than Newquay. I suppose that there may have been a Gorsedd of the Bards of Cornwall 2,000 years or so ago (I do not know that there is any evidence that there was), but since then and until 1928 there was certainly no such ceremony. For all that, the ceremony of 1928, which was held in the stone circle of Boscawen Un, near Penzance, is usually spoken of as a "revival," which shows a nice disregard for the passage of time. I think that it would be more accurate to describe the Gorsedd of the Bards of Cornwall as the creation of the late Dr. Henry Jenner, who was a great Celtic scholar.

This was the first Gorsedd of the Bards of Cornwall that I have been to see. I did not go in any spirit of levity: on the contrary, I am very strongly in favour of anything which helps to keep alive old customs and traditions and helps to inspire fresh interest in them. And this is, of course, the essential object of this Gorsedd: to maintain the ancient Cornish tradition and to inspire fresh interest in it. I have to confess that I came away wondering if it really does anything of the sort.

I have attended many a Gorsedd in Wales (which is my native country) and one similar ceremony in Brittany. But the atmosphere, here at Newquay, was not the same: at least, it was not the same to me. And I have been wondering why it was not: what is the difference that made this Gorsedd seem a little apart, rather artificial?

One thing, undoubtedly, is that it has not, in fact, any real tradition and because of that no real popular support. There is a long, unbroken, tradition in Wales and an immense volume of popular support. But even more important, I think, is the question of language. I do not know if one of the aims of the Bards of Cornwall, of the Gorsedd, is to revive the old Cornish language, but it rather looks that way, for the language is used and there is even an annual service of evensong held at the time of the Gorsedd. This is surely flogging a dead horse with a vengeance. The last fluent speaker of the Cornish language is reputed to have been Dolly Pentreath: and she died in 1777.

Moreover, I think (I know that I shall get hauled over the coals by some Cornishmen for this) that there must be some doubt about Dolly Pentreath. She spoke to Daines Barrington, who was in Cornwall in 1768 in the hope of finding someone who could still speak the language which he believed (basing his belief on the opinion of Carew) had died out completely some twenty years earlier as a spoken tongue. Dolly spoke all right and at length. But she told fortunes for a living. She might have spoken Romanes. Barrington would have been none the wiser, for he knew no Cornish himself. But he was no fool, and he seems himself to have had some doubts about the old lady. However, none of this really matters. The point is that as a spoken language Cornish has been dead for a very long time.

In fact, Cornish is a very dead language indeed. It has no real existence even as a literature, for there are scarcely any literary remains: a miracle play or two, a few sacred poems, some proverbs, a few fables. Of course, there have been people who could read and write Cornish, and there are such, but very few, to-day. There have been published some five dictionaries of the language, and not so very long ago Mr. R. Morton Nance wrote a book entitled *Cornish For All*. It is an optimistic title. Cornish remains a study for philologists; and there are not so many of them.

But, you may point out, there is an annual service of evensong in Cornish, so how can this be so? True, there is an annual service: but I wonder how many of those who attend really understand a word of it? Even those few able to understand it without a translation handy cannot know that it is being pronounced correctly. Understanding a language, being able to read it or write it, is a very different matter from speaking it.

This is the great difference between the Cornish Gorsedd and the Gorsedd in Wales. Cornish is no longer the language of the common folk and no amount of enthusiasm will ever make it so again. Welsh is a spoken language, a language with a large body of literature, a language very much alive. The Welsh attend a Gorsedd because it is an established part of their national life and tradition: they know and understand what is happening. The thing is real.

I, personally, came away from Newquay a little depressed by the unreality of it all, but vastly impressed by the sincerity and the enthusiasm of the few. It is good and right that the old Cornish lore should be kept alive (and there are, I understand, many Old Cornwall societies whose aim in life is to do just this), but I could not help thinking that it could be done better without the ceremony and the dress and the accoutrements. The odd thing is that I do not feel this in Wales. I do not find the ceremony there unreal. But then I am a Welshman and understand the language. Perhaps it is just that I am not a Cornishman, and do not understand Cornish. I do not really think that that can be it—for neither do the Cornish.

CORNISH LAND FOR THE NATIONAL TRUST—A GIFT TO COMMEMORATE THE BATTLE OF BRITAIN: It comprises 375 acres of cliffland and foreshore stretching south for two miles from Crackington Haven, which lies between Bude and Boscastle. The gift has been made by Wing Commander A. G. Parnall, in memory of his brother, Flight Lieutenant Denis Parnall, R.A.F., and aircrews who gave their lives in the Battle of Britain in 1940. In this picture the headland of Cambeak is seen from Crackington Haven. The cliffs to the south of the Haven are immense, cruel and broken and form part of what is described as "the grandest stretch of the coast of Cornwall"—a ship's graveyard in the days of sail. At the other end of the property is High Cliff, which rises to a height of 731 ft. and is the highest in the county. To the south of High Cliff is Rusey Beach, and to the north there is a large beach known as Strangles. High Cliff is described by Thomas Hardy in *A Pair of Blue Eyes* as "The Cliff Without a Name."

YACHTING WITHOUT WATER: Mr. M. Mercer in *Cheetah* (in the foreground) and Mr. R. Dawson in *Puffin* speed along the beach at Lytham St. Annes, in Lancashire, during the annual Sand Yacht Speed Trials and Regatta, being held throughout this month. The yachts are propelled solely by wind and sail and the fast speeds attained are, to a great extent, dependent on the handling technique of the crew. Although the sport is extremely popular in America and on the Continent, it is still comparatively new in this country. It is one which should appeal to those who like speed and excitement, combined with the skill and ability to handle craft at speeds of more than 50 miles per hour. Contrary to general belief, sand-yachting is not an expensive sport. All the yachts taking part this year at Lytham St. Annes have been constructed by the enthusiasts themselves.

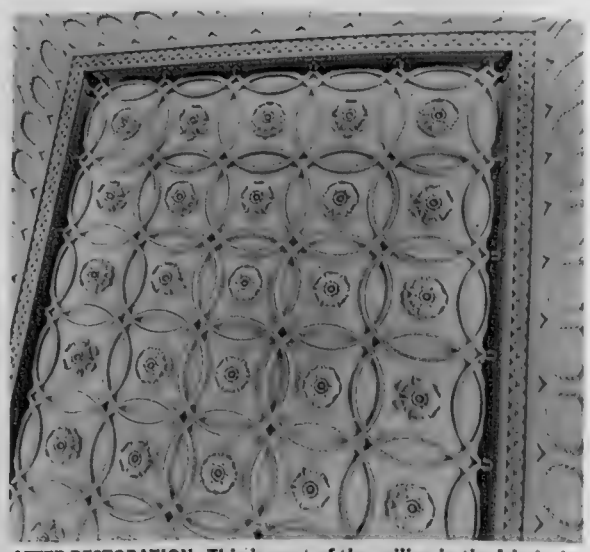
UNDER STARTERS ORDERS: Yachts are lined up in readiness for the start of a race. *On left*—Mr. J. Collingwood, sitting in the cockpit of his yacht *Sprite*, gets ready for a race.

SAILING ON THE SAND

Competitors Assemble in Lancashire to Take Part in One of Britain's Newest Sports

SPEEDING THROUGH THE SPRAY: *Left*—The *Sprite* leaves a trail of spray in her wake as she is guided through a pool of water on the sands at Lytham St. Annes. *Right*—The *Puffin* is shrouded in a cloud of foam while passing through a strip of water. The main event during the month's racing is the classic International Flying Mile. This year it is hoped to supersede the existing record of 57·69 m.p.h. set up two years ago by Mr. R. M. Denning, of London. Obstacle and relay races are also included in the programme.

"THE CENTRAL AND UNCHANGING SYMBOL OF ADMIRALTY": An historian's description of the famous Admiralty Board Room which forms part of the early eighteenth-century Ripley Building in London's Whitehall. It is the first room to be reoccupied in the building after modernisation and decoration. Above the fireplace is a wind dial which is about 250 years old. The furnishings and paintings escaped damage when the building was gutted by fire in 1955.



AFTER RESTORATION: This is part of the ceiling in the Admiralty Board Room. The restoration work in the Ripley Building has been carried out by the Ministry of Works.

COMMEMORATING THE RESTORATION WORK: The Royal cipher, EIIR, and the bust of Lord Nelson have been incorporated in the architrave above a new doorway.

MODERNISATION AT THE ADMIRALTY

The 18th-Century Ripley Building in Whitehall is Reoccupied

The Ripley Building, which has just been modernised and redecorated to provide more space and better working conditions, is the oldest part of the Admiralty Headquarters in Whitehall. It was finished in the early part of the eighteenth century and named after Thomas Ripley, the architect responsible for its completion. In the present reconstruction work, which has extended from the basement to the attics, many of the historic features have been carefully preserved. Even the period fireplaces have been kept, although the flues have been removed and a modern heating system installed. The main entrance to the building in Whitehall will be used again and the doors reopened on Monday, September 29, the 200th anniversary of the birth of Nelson.

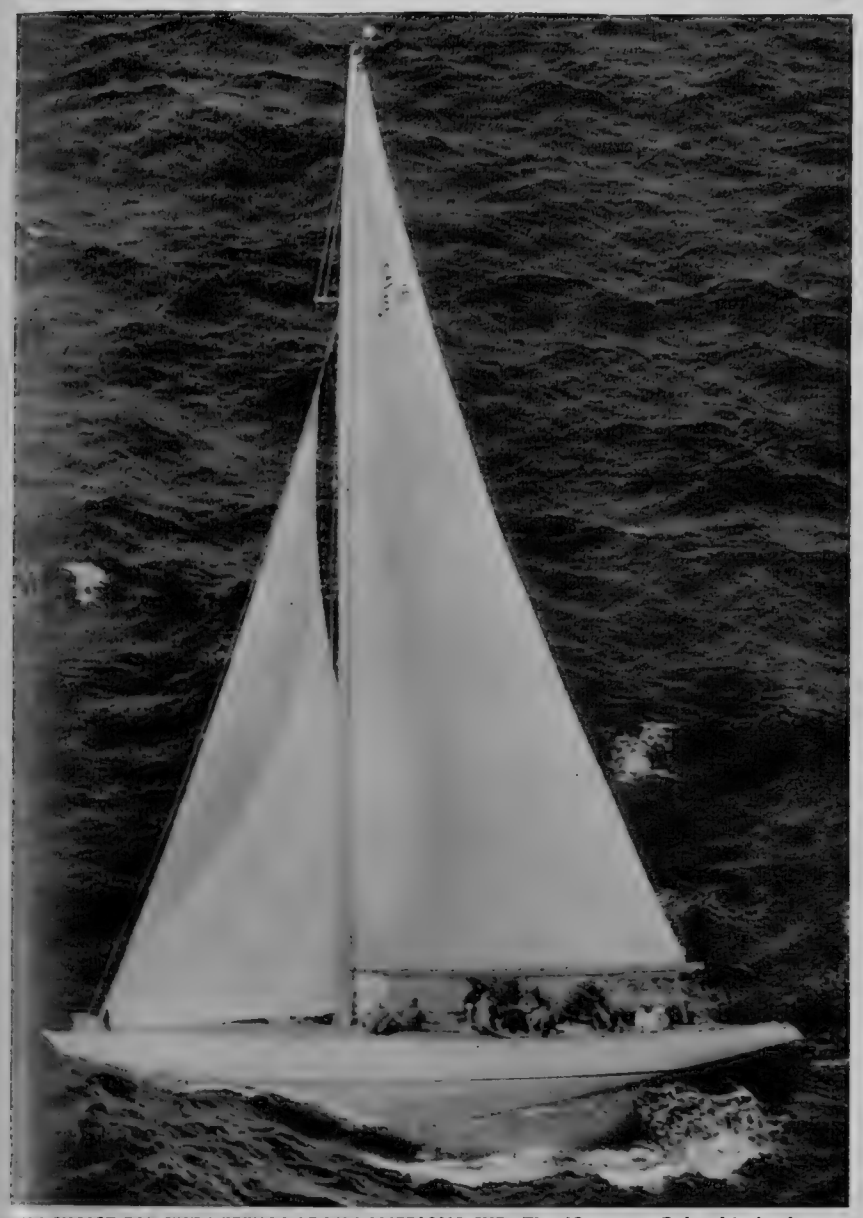
Inside the Main Hall the principal characteristics are unchanged and the Captain's Waiting Room, or Nelson Room, a short distance away, will again be used by Commanders-in-Chief being briefed before hoisting their flags. In view of the legend that one of the heavy oak doors in the hall had been taken from a Spanish ship at the time of the Armada, an expert examination of the door was made during the recent work. This did nothing to disprove the theory. It revealed that it was originally a double door, probably from a ship as no nails were used in its construction, the joints being held in place by wooden pegs. On the staircase leading up from the ground floor to the Board Room (in which "the Lords and other officers of the Admiralty" have worked since 1725) the domed ceiling has been cleaned to reveal an excellent stucco Admiralty cypher. Close to the entrance to the Board Room a new doorway has been built to link the Ripley Building with the South Block, and the arch, which is surmounted by a bust of Nelson, has been inscribed EIIR to commemorate the reconstruction work.

The repair work has also been made necessary by wartime damage and the ravages of the deathwatch beetle. Added to this was the damage caused by the fire which broke out in December 1955. Eventually, it is expected that members of the Board of Admiralty, with their respective branches and departments, will in turn move into the Ripley Building to enable a scheme of modernisation to be undertaken in the rest of the Whitehall headquarters. This work, which will take about five years to complete, will begin in the South Block.

THE MAIN HALL: The original model for Baily's statue of Nelson in Trafalgar Square is in its customary niche facing the entrance. Hanging from the ceiling is the 18th-century brass centre lamp which was brought from the Navy Board's old offices in the City. The side lamps are from the old Admiralty yacht *Enchantress*.

AMERICA'S CUP FINAL TRIALS

The Series of Races for the Coveted Trophy, Last Competed for in 1937, Starts To-day, September 20



THE CHOICE FOR THE DEFENCE OF THE AMERICA'S CUP: The 12-metre *Columbia* heels over in choppy waters to show her keel. Of the four yachts from which the Americans made their choice, two were eliminated early on. These were *Weatherly* and *Easterner*. The final choice was between *Columbia* and the veteran *Vim*.

THE BRITISH CHALLENGER FOR THE AMERICA'S CUP PREPARES FOR ONE OF HER LAST TRIALS: The 12-metre *Sceptre* is guided from her moorings at Newport, Rhode Island, in readiness for one of the last trial races against *Gleam*, an old 12-metre yacht which has been acting as pacemaker to *Sceptre* since she arrived in America. It was the first trial race the British vessel had undertaken since going into dry-dock for repairs to a broken forestay. The series of races for the America's Cup start to-day (September 20). What of *Sceptre's* chances? With the completion of her trials against *Gleam* (the majority of which were won without difficulty), it is generally agreed that the graceful craft may prove as good as the yacht the Americans have chosen for the defence of the Cup. Lack of adequate preparation is said to have been one of the causes of past British defeats. This time, preliminaries have been much more thorough. Whatever the outcome, there is no doubt that *Sceptre* is a challenger of noble pedigree. Much painstaking research was carried out to ensure that she had the most effective materials for her ambitious task. Built in Alexander Robertson's yard, *Sceptre* is the seventeenth challenger for the trophy, and is the first to have been built on the Clyde since *Shamrock III* in 1903. She is the first challenger for twenty-one years. The sixteenth race was sailed in 1937, when *Endeavour II* lost to *Ranger*.

CRUCIAL STAGES IN TRIALS: *Sceptre* (right) and her pacemaker, *Gleam*, come under starter's orders at Newport. *On left*—The American rivals for the defence of the America's Cup surge through the water in a stiff breeze. In the foreground is the newly-built *Columbia*, and in the background the nineteen-year-old *Vim*.

FISHING WITH FRIGATES

British Trawlers and Frigates Clash with Icelandic Gunboats

Any opportunity to bring a halt to the affrays off Iceland must be warmly welcomed. It is now twenty days since the Icelandic Government's decree restricting fishing within a twelve-mile limit came into force. During that time trawlers have been constantly steaming into the disputed waters to fish under the protection of warships. So far, the "fish war" has been fought on the most gentlemanly terms. The only "shots" that have been fired are potatoes thrown by the trawlermen at the Icelanders. They, in turn, retaliated by throwing pieces of cod.

The score of the game last week was Iceland one (the trawler *Northern Foam* boarded), Britain two (the *Northern Foam* recovered and the gunboat *Odinn* rammed). It is difficult to see how a solution can emerge unless the Icelanders compromise on present claims. But whatever the outcome, it will be a sorry state of affairs if differences are settled only after the current clashes, in reasonably good humour, have developed into something more ugly. The frigates and gunboats are fully armed and tempers could easily be goaded beyond endurance.

ON PATROL IN THE DISPUTED ICELANDIC WATERS: From the deck of H.M.S. *Eastbourne*, the flagship of the Fishery Protection Squadron, officers watch the Icelandic gunboat *Thor* as she cruises round looking for British trawlers fishing within the twelve-mile limit. The Icelandic Government's decree restricting fishing up to a twelve-mile limit has been ignored since it came into force on September 1.

A CLASH BETWEEN TRAWLER AND GUNBOAT: An Icelandic gunboat comes alongside a trawler which has been caught, unguarded, within the twelve-mile limit. After the first determined attempts by gunboats to take over British vessels, skippers were ordered to resist all boarding-parties as vigorously as possible.

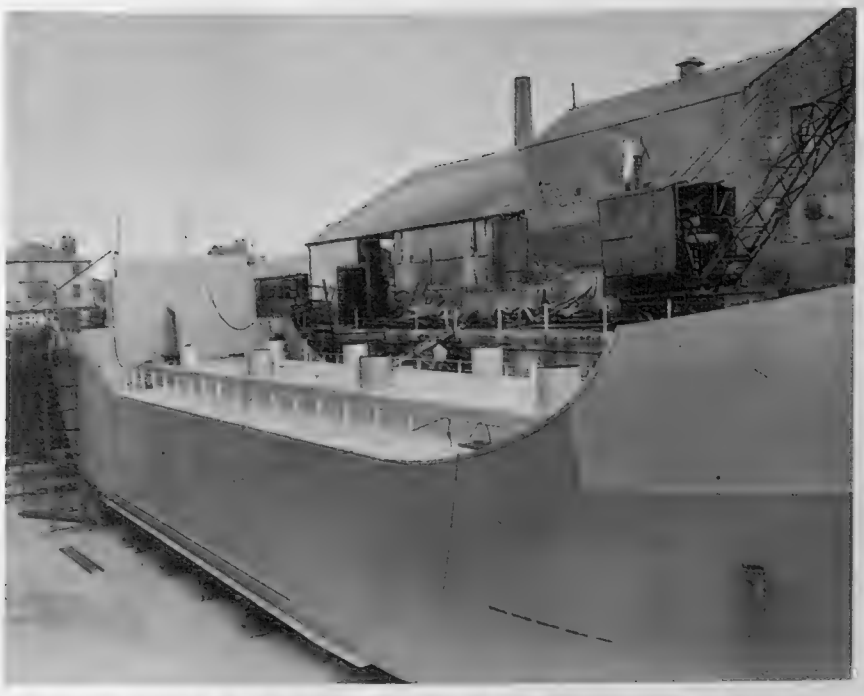
ACTION STATIONS: A launch from the frigate *Eastbourne* makes *Foam* under temporary arrest. Before the arrest could as positions "Spearmint," off the south-east coast, and

TIVITY O[N] A GUNBOAT: The close-up view of the gunboat *Thor* shows officer[s] watching through binoculars as a British frigate passes by. A tens[e] situation has developed over Iceland's insistence to extend her limits [u]nilaterally. The first ramming occurred ten days after the ban w[as] enforced when the trawler *King Sol* hit the gunboat *Odinn*.

e left—
EVENTING AN ARREST: Commander Anderson, captain of *Eastbourne*, climbs aboard the gunboat *Thor*, for talks with her captain. Earlier the crew of *Thor* had boarded the British trawler *Northern Foam*, which had been caught by the gunboat fishing in the twelve-mile limit.

[w]ay through the water to the gunboat *Thor*. On the left is the *Northern* [m]ade final, the trawler was rescued. The disputed waters are known [T]offee Apple" and "Butterscotch," off the north and west coasts.

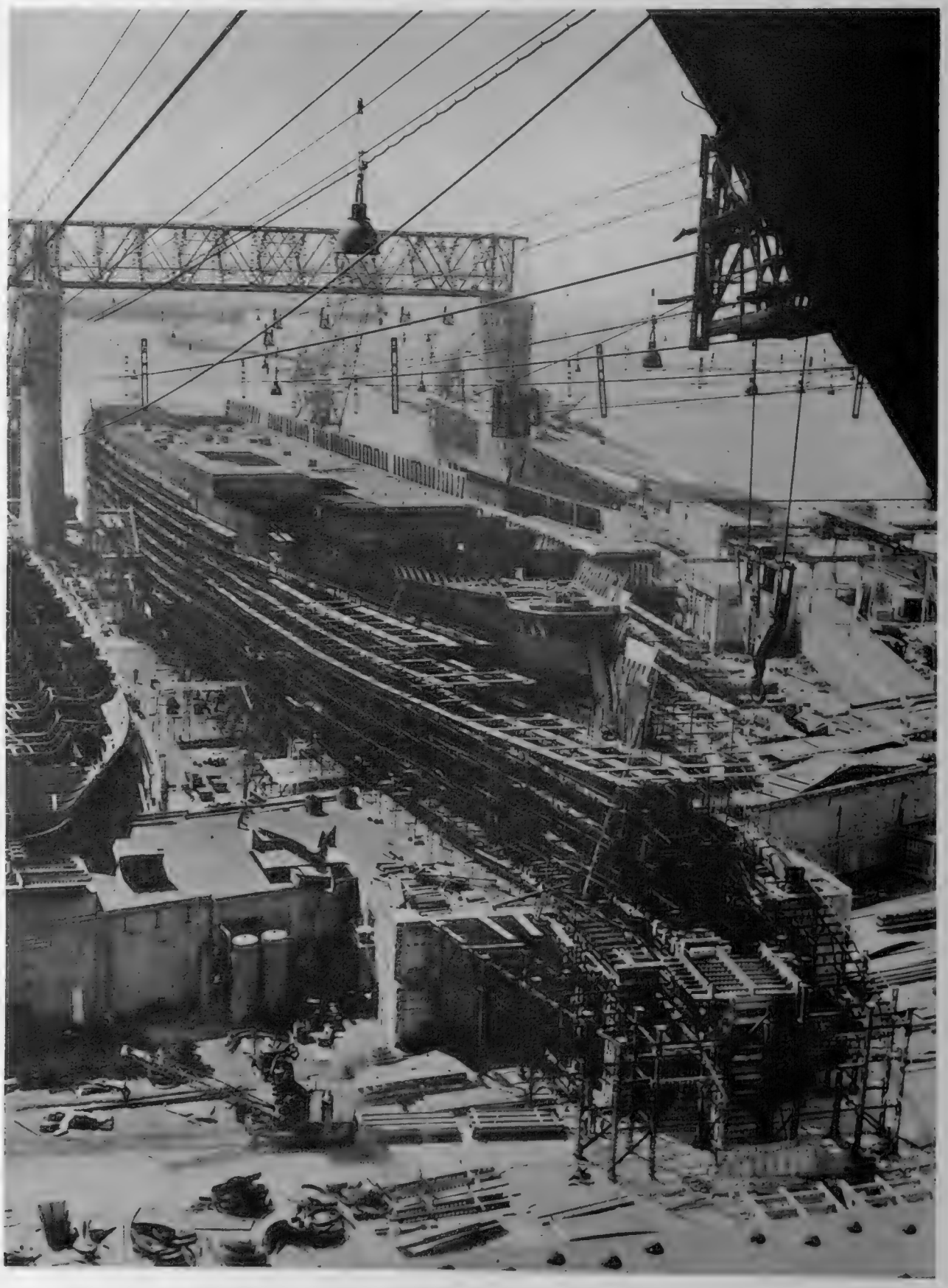
A BOARDED TRAWLER: A relief party from *Eastbourne* comes to the assistance of *Northern Foam*, which was under the control of the men from the gunboat *Thor*. The Icelandic tactics of making repeated passes at trawlers kept everyone on edge as well as disrupting the fishing.



AN UNUSUAL LAUNCH FOR A NEW BRITISH TANKER : *Left*—A man standing on a tubular-steel ladder works on the stern of the 1,000-ton coastal tanker *Oarsman*, under construction at Hull. *Right*—The view is of the bows of the new vessel. Her launching was auspicious for two reasons. First, it marked the completion of the first sea-going ship to be built in Hull since 1931. Secondly, the vessel was the first ever to be built in the dry-dock of the Drypool Engineering Company. The launching saw a departure from the usual glide down the slipway. The Humber lock gates were opened and the water flowed in, floating the 203-ft.-long tanker, which goes into service at the end of the year.

SKILLS OF THE SHIPYARDS

Ships Under Construction and in the Water; and a New Dry-dock



A NEW ITALIAN LINER TAKES SHAPE : What at first sight appears to be a whale suspended by its tail is, in fact, the bow section of the 32,000-ton liner *Leonardo da Vinci*, which is under construction for the Italia Line, at Sestri Ponente, near Genoa. The whale-shaped bow, precast in one piece, weighs 21 tons. *On left*—A general view of the shipyard, showing the liner surrounded by a network of tubular-steel scaffolding. In this picture the bow section (seen *above* in close-up) has been lined up and put in position. The launching ceremony of the 761-ft.-long vessel is expected to take place towards the end of this year, and the ship is due to be completed in 1960. She will have accommodation for 1,300 passengers. *Leonardo da Vinci* is being built to replace the liner *Andrea Doria*, which sank in 1956 after colliding with the Swedish liner *Stockholm*.

NEW DRY-DOCK FOR GIANT TANKERS : Crowds of workmen are assembled along the side of the new Queen Elizabeth dry-dock at Falmouth to watch the entry of the 28,000-ton tanker *British Realm*, the first ship to take advantage of facilities capable of handling tankers up to 85,000 tons. Because of the sharp increase in the size of tankers in recent years, modernisation of existing facilities has been going on continuously throughout the United Kingdom to try to keep pace with the increasing size of ships. Despite this, very few of the docks built between the wars to take specific types of ships can now take the modern versions of them. Auxiliary services which have to be provided for the modern dry-dock are extensive. For a dock capable of taking a 38,000-ton tanker, pumping capacity must be provided to empty about 2,000,000 cubic feet of water in two-and-a-half hours. Cranes, with one of large capacity up to 30 tons lift, are required. In addition, a comprehensive power plant is needed to cope with floodlighting and power tools; and bollards and capstans for handling the ship.

CARGO-LINER WITH SPECIAL FEATURES: Incorporated in the design of the motor-ship *Shaftesbury*, 11,900 tons deadweight, which has been built by the Burntisland Shipbuilding Company Limited, are examples of the big changes which have come over cargo-ship design and construction. There is an electric galley situated on the starboard aft side of the superstructure on the shelter-deck. The two lifeboats on the boat-deck are of aluminium alloy construction, and permanent plastic awnings are fitted on the bridge and boat-decks. A special fresh-water generator is capable of producing 12 tons of domestic water a day, thereby eliminating the necessity for large tank storage spaces which encroach on cargo-carrying capacity. The *Shaftesbury* has been built for the Alexander Shipping Company Limited.

THE FIRST CORY TANKER SHORTLY BEFORE HER LAUNCH AT BLYTH, NORTHUMBERLAND: The *Corhaven*, the first of two motor tankers of 18,900 tons deadweight for a Bermudan subsidiary of William Cory and Son Ltd., was built at the Blyth Dry Docks and Shipbuilding Co. Ltd. In addition to the two built at Blyth for Cory Tankers Ltd., a third is on order in Sunderland.

A VILLAGE FOR SALE

The Ockham Park Estate, in Surrey, is up for Auction

COTTAGES UP FOR SALE: They are at Ockham, in Surrey, and form part of the Ockham Park Estate of the late Baroness Wentworth and are to be sold by auction next month to meet death duties. The cottages are rented at 11s. per week; and the rent pool for the estate is £16,000 per annum. Ockham Park Estate adjoins the main Portsmouth Road at Ripley and Wisley.

The auction next month of the Ockham Park Estate is by direction of the executors of the late Baroness Wentworth, in order to meet heavy death duties. The estate comprises an area of about 5,000 acres within a radius of 20 miles or so of Hyde Park Corner, and adjoins Ripley and Wisley, on the Portsmouth Road. It was founded by Queen Anne's Chancellor, Lord King, and consolidated by the first Earl of Lovelace, who married the only daughter of Lord Byron. The former mansion was destroyed by fire after the war, but the outbuildings and grounds remain at the western end of Ockham village, the whole of which is on the estate. This includes the Hautboy Hotel and many houses and cottages, as well as Ockham's village school and post office. The agricultural section of the estate consists of fifteen farms and extensive woodlands, together with part of Wisley Common which extends between Pyrford, on the north, and Clandon, the Horsleys and Effingham Junction, on the south. It is partly bounded and intersected by the River Wey, on which are the former Ockham and Newark water mills; on one of the farms are the ruins of Newark Priory.

The auction is to take place at the Stoke Hotel, Guildford, on October 21 and 22, and will be conducted by Knight, Frank and Rutley, in association with R. H. and R. W. Clutton and A. T. Underwood and Co. There will be about 150 lots and the auction will probably be in four sessions. At present the total rent roll for the estate is £16,000 per annum, but this is apart from lots with vacant possession. As the estate comes within the boundaries of the Metropolitan Green Belt, the preservation of its rural character is reasonably assured.

IN THE VILLAGE OF OCKHAM: *Left*—The post office and store, seen here from School Lane, are included in the sale. *Right*—Friesian cattle graze in a meadow close to the ancient parish church of All Saints'. Many of the farm residences on the estate, as well as other houses in the locality, are of the Georgian and earlier periods. There are fifteen farms and on one of them are the ruins of Newark Priory. Several of the cottages formerly owned by the estate have been successfully converted.

TO COME UNDER THE HAMMER: *Left*—The gate on the left of the picture leads to Ockham Cottage. Further along the road is the village school which, like Ockham Cottage, will be sold by auction. *Right*—The well-known Hautboy Hotel is also to be sold. Built in 1864 of red brick, it is of unusual design. The hotel has been a popular spot for motorists for many years. The auction at Guildford next month will include a few detached properties of the estate in Thames Ditton and Tolworth.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

DIESEL ENGINES AND COMMERCIAL VEHICLES

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

ONE normally thinks of motor manufacturing as one industry: in fact, it is a complex of many suppliers centring round the core of motor vehicle assembly, so that the fortunes of the car showroom on your corner have ramifications spreading right through Britain's metals and engineering industries. But even motor assembly itself comprises two industries that only partly overlap, passenger cars and commercial vehicles: and the entirely separate markets for its two products do not swing together. In late 1956, when car sales in Britain were slashed by restrictions on spending, commercial vehicles continued to sell much more steadily. After their recovery late last summer, home sales and exports of passenger cars have gone ahead to break records this year: conversely, this has been a year of rather slack business for commercial vehicles. Production has been better than last year, when petrol rationing after the Suez incident discouraged businessmen from renewing or enlarging van and lorry fleets: but it is not back to the boom levels of 1955-56, let alone breaking records.

These two motor markets, since the war, have been affected by the same phenomenon—a marked shift from public to private transport. The spread of car ownership through the population has hit traffic on the country's bus services as well as its railways, which has already levelled off bus production to little more than a replacement level. But private industry, as well as private passengers, has increasingly preferred to run its own transport rather than get public carriers, nationalised or denationalised, to carry its goods. This has led to a vast increase in the "C Licence" fleet of lorries since the war—and probably to greater sales of commercial vehicles than anyone expected. At the same time, a commercial vehicle is not an end in itself, as a car purchase may be: it is bought to work. And when production as a whole in the country levels off, as it has done since 1955-56, demand for lorries cannot be expected to be booming.

On the face of it, this might appear to provide a useful balance of swings and roundabouts for the motor industry, and to some extent it does. About half the commercial vehicles produced in Britain are vans and lorries of an unladen weight of a ton or less: the overwhelming majority of these are built by the big car manufacturers using parts common to one or other of their car models. The smallest vans are often variants of the integrally constructed "chassisless" bodies now used on most British cars, and can readily be switched over on the same production lines (the smallest Ford station wagons and delivery vans, for example, employ largely the same body pressings). In medium and larger sizes, commercial vehicles usually employ a chassis, and cars no longer do; but even here many of the components are common.

Of the "Big Five" car makers, indeed, Vauxhall, Ford, the British Motor Corporation and Rootes all extend well beyond the range where commercial vehicles can be produced in conjunction with cars, into the larger ranges of lorry: Standard is now extending its interest in the light commercial vehicle field with the newly-announced "Atlas" range of trucks and vans. The mass producers of cars, over the years, have been extending their hold on the commercial vehicle market, from the bottom of the size range up: to-day, the four car manufacturers probably turn out 60 to 70 per cent. of the 3-tonners and above, as well as most of the small vans.

Even so, the larger sizes of lorry are still a stronghold for specialist builders who inhabit almost a different industry from the production lines of Longbridge and Dagenham. Here, too, there are comparatively big companies—Leyland may be the biggest manufacturer of heavy commercial vehicles in the world, and the A.C.V. group approaches it in size and range of vehicles. But no big vehicle is being produced at anything approaching car production rates in Britain or America. Most sizeable commercial vehicles are sold as chassis on to which special bodies are put to suit the customer: and customers' requirements differ enough to allow a considerable number of specialist firms producing on a fairly small scale to compete profitably against the car giants. Most of them are vehicle builders and assemblers only: unlike the car manufacturers, they do not ordinarily make their own engines but buy these from outside. And in Britain and Western Europe—though not in the United States—most large lorries use an entirely different kind of internal-combustion engine from cars—the diesel.

Technically, the key difference between a diesel engine and a petrol engine is that the former has no ignition system. In an ordinary car engine, vaporised petrol and air mixed in the carburettor are fed into the cylinder, and the sparking plug ignites this mixture to cause the explosion that drives the piston. In a diesel engine, air is fed into the cylinder alone and compressed to something like 500-600 lb. per square inch, which brings it to a temperature of about 1,000 degrees before the vaporised fuel is injected; and this "red-hot air" causes combustion of the fuel-air mixture without any separate ignition being required.

What makes the diesel engine a far more efficient and economical prime mover than the petrol engine is that it uses a mixture of much more air and less petroleum. The mixture in a petrol engine, throughout its working range, is stable at about 14½ parts of air to one part petrol; under full load, a diesel engine uses a mixture of about 22 parts air to one part of comparatively heavy oil, and when idling the proportion of fuel used goes down to less than an eightieth of the air in the mixture. This means much greater fuel economy: on a gallon of cheaper fuel, a diesel-engined vehicle of the same power and load may give double the mileage obtained from a gallon of petrol.

The diesel is a rather more massively-constructed engine, to take the higher pressures in its cylinder. And fuel-injection equipment, which may be fairly complex, is not manufactured anywhere in the quantities that the corresponding carburettors and petrol pumps are for petrol vehicles, so it costs more. Thus there is an offset to the much lower running costs of the diesel: a high initial outlay. This is one of the reasons why the diesel, in this country, has never reached the private car (though it is spreading rapidly among taxis): another is that it is a somewhat coarser engine and harder to silence. But these disadvantages are insignificant for the owner of a commercial vehicle, who costs his operations much more closely than a private motorist and is prepared to pay more at the outset if he can save it twice over later on.

Only about 17 per cent. of the 1,200,000 goods vehicles in Britain, at the latest vehicle census late in 1957, were diesel-engined; but nearly 100,000 of the 150,000 lorries of more than 3 tons weight were. And that commercial vehicle population contained a fair proportion of ageing lorries; in the last twelve months probably nearly 90 per cent. of the new lorries of this size sold in Britain employed diesel engines.

This heavier oil engine does not go into quite as large a proportion of all the lorries built in Britain as that, because a large share of output is sold overseas and not all foreign countries are going over as much to the diesel in road goods transport as this country is. How much use any country makes of the diesel depends to a considerable extent upon how high its petrol taxes are. If they are high—as in Britain, much of Europe, and most of the Commonwealth—then fuel economy becomes worth achieving at a good deal of cost. Where motor fuel of every kind is cheap—for example in the United States—the extra cost of "dieselisation" deters the commercial road operator from giving up petrol: motor fuel is hardly worth saving. In some European countries, by contrast, motor fuel taxes are deliberately "tilted" to discriminate against petrol, increasing the advantage that diesel oil enjoys from its lower price before tax.

This development of the diesel truck involves yet a third group in the commercial vehicle business: the specialist engine-producers. Diesel engines are made in many sizes and for many purposes, reaching up to marine engines and electricity generating sets: in the development of small high-speed diesels, such as are used in lorries, British companies probably lead the world, with Germany close behind and the United States hardly in the running. Perkins, which has made considerable advances in the development of small diesels, supplies the engines for some of the Ford lorries built in Detroit for export, and has just completed a contract with Chrysler to supply diesels for two of its models on the American market itself.

The specialist builders of heavy vehicles generally buy from specialist engine makers: so did some of the big car companies until a year or so ago, but now they are building practically all their own. During its big reorganisation programme of bringing in a new factory, introducing two new car models and various commercial vehicles, Vauxhall also began to produce diesels for certain Bedford lorries in which it had formerly used Perkins engines. Rootes, too, and, for that matter, Standard have been developing new small diesel engines; it seems likely that these will begin to spread "dieselisation" down the range towards the smaller sizes of van. The car makers are out to increase the volume of production of these engines and obtain some of the economies they command in producing petrol engines: gradually this should allow them to cut down the difference in price between diesel and petrol versions of the same truck.

Nobody can be sure how far the swing from public to private transport of goods has still to go, though the growth in the van and lorry population already will have enlarged the replacement market for commercial vehicles. There are some imponderables in the question: if delivery of the things one buys at a shop were to become as infrequent in Britain as in America, it might check the growth of the small van fleet. Some prophets have been forecasting a stabilisation of the road transport fleet in Britain for years: but it still shows no signs of happening. Abroad, the markets offer chances for almost limitless growth, and Britain's makers are strongly placed. If the European Free Trade Area or something approaching it does come into being, in particular, commercial vehicles have been strongly tipped as one of the industries "most likely to succeed."

A NEW RANGE OF NORMAL-CONTROL BEDFORD TRUCKS: The 5-tonner is one of eight new models, some of which will be on show at the Vauxhall Stand at the Commercial Motor Show at Earls Court. On all the new models there is a choice of either diesel or petrol power. Among the features of the new range (which includes chassis of every size from 25 cwt. to 8 tons load capacity) are lower loading height; increased vision and smaller turning circles. Before being introduced earlier this month the trucks underwent extensive proving trials. First, they had many hours on the Vauxhall rough track before a period of hard driving over Europe's roughest roads and steepest gradients. Finally, they underwent an exacting test at the Fighting Vehicles Research and Development Establishment at Chertsey, Surrey, where this picture was taken.

(*Further pictures on following page*)

TWELVE-SEATER BUSES

The Workobus 12-seater vehicle, a Martin Walter conversion of the Ford Thames 15-cwt. van, is intended for rough usage under hard working conditions. It seats its twelve passengers in comfort and combines the mobility of a car with low running costs. Martin Walter Ltd. are also responsible for the conversion on the Bedford light van (*on left*). Separate and fully-adjustable seats are provided for the driver and the front passengers in this Utilabus public service vehicle. The longitudinal bench seats accommodate five people on each side. The bus, which is fitted with heavy-duty springs and tyres to carry weights up to 15 cwt., is powered by the same engine as that installed in the popular Vauxhall Victor car and has the same all-synchromesh gear-box.

On right—

Entering the new Thames 12-seater bus has been made very easy by the provision of full-width double rear doors. To the rear of the separate seats for the driver and front-seat passenger are ten seats arranged longitudinally. In this way, no passenger travels with his back to the driver. Good performance with economy is provided by a 1,703-c.c. o.h.v. "oversquare" engine with a 6·9:1 compression ratio. The gear-box has synchromesh on second and third gears.

A WILLING AND STEADY WORKER

The Austin Motor Company's 5-ton trucks are available with either a high-power, 4-litre petrol engine or a 6-cylinder 5·1-litre diesel engine. Several versions have been produced. Among them are the long-wheel base models with either normal or forward control cabs, a short-wheelbase end-tipper and a primer-mover chassis, again with a choice of cab layout. All the Austin models have a four-speed constant-mesh gearbox with spiral bevel rear axle or alternative two-speed Eaton axle.

A NEW LIGHTWEIGHT COMMERCIAL VEHICLE

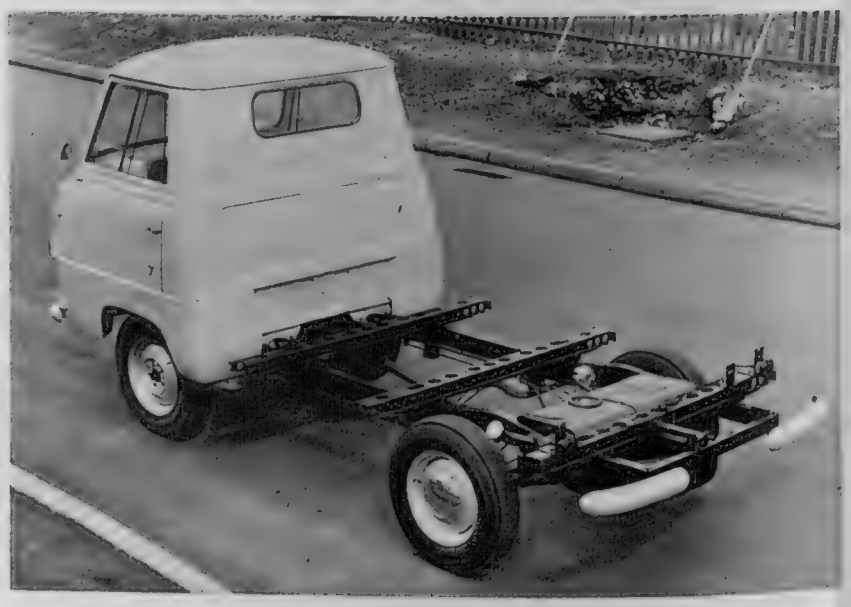
Designed by Tempowerk, of Hamburg, and built at the West Bromwich factory of Jensen Motors Ltd., the 25-cwt. front-wheel-drive commercial vehicle is of unusual design. The Tempowerk models made by Jensen will be powered by the B.M.C. B-Series 1½-litre engine. The range will include an elevator truck, a fourteen-seater bus, a six-seater crew cabin pick-up, a hydraulic tower vehicle and a low-loading platform truck.

On right—

The Thames 7-ton Trader is available in this long-wheelbase form, which has a standard body length of 16 ft. 6 ins. A 138-in. wheelbase model with a standard body length of 14 ft. is also included in the 7-ton range.

TWO MORE MODELS FROM THE FORD RANGE

Fixed and drop-side versions of the 6-cubic-yard Trader Anthony underfloor ram tipper are available. The model illustrated is mounted on the Thames Trader 7-ton 108-in. wheelbase chassis and the 5-cubic-yard version is based on the 5-tonner. Lever-type shock-absorbers are fitted as standard at front and rear. The Thames forward control 10-12 cwt. and 15-cwt. range (pictured *on right*) has been specifically designed to cater for the mounting of special bodies. It is available in various forms—chassis with windscreen, chassis with cab fittings, chassis with cab. A special ladder-type chassis frame, 4·5 ins. deep by 1·68 ins. flange width, forms a substantial foundation for the different versions. At this year's Commercial Motor Show, Ford is exhibiting eleven vehicles from the comprehensive Thames range and numerous special body-builders and equipment manufacturers are displaying their products on Thames chassis.



HARNESSING STEAM FOR POWER: Clouds of steam rise from the borings at the Hot Springs in Wairakei, near Taupo, in New Zealand, as work proceeds on the development of geothermal energy to provide power for the North Island. The turbines are being installed in the power house at Wairakei and are expected to come into use in October.

MORE POWER FOR NEW ZEALAND

WORK PROCEEDS ON ANOTHER POWER PROJECT: An explosion clears the barrier between the Waikato River and the entrance to the Ohakuri dam diversion of the Waikato hydro-electric project. In all, there are to be ten power stations along the river between the town of Cambridge and Lake Taupo.

The first power from the geothermal project at Wairakei is expected next month. The steam collected from the bores in an area less than two miles square will pass along five 20-in. insulated mains to the turbines at the power house on the Waikato River. To allow for expansion, loops have been placed in the mains about every 1,000 ft., which will provide an expansion of up to 3 ft. in each loop. Some of the bores are between 2,000 and 4,000 ft. deep. Initially, the underground steam and water will generate about 70,000 kilowatts, and apart from a small amount to be distributed in the vicinity, the power will be fed into the transmission network of New Zealand's North Island. Drilling first began at Wairakei in 1950. Messrs. Merz and McLellan are acting as consulting engineers to New Zealand's Ministry of Works, who, in turn, are constructing the Geothermal Project for operation by the State Hydro-electric Department. The associated consulting engineers for the civil engineering works are Sir Alexander Gibb and Partners, and several British contracting companies are participating in the work and supplying equipment.

THE POWER HOUSE FOR THE GEOTHERMAL PROJECT: *Left*—Inside the building the generating machinery is being supplied by the British Thomson-Houston Company. They are providing three 11.175 megawatts condensing turbo-alternator sets. *Right*—Five 20-in. insulated mains are ready to carry the steam from the hot springs to the newly-constructed building away in the distance. The power house is 75 ft. high, 200 ft. long and 200 ft. wide. The geothermal scheme will cost about £NZ100 a kilowatt.

The World of Books

THE WAY OF THE DREAMER

Dr. Fuchs' Trans-Antarctic Expedition; Lord George Gordon and the Gordon Riots; Restoring Swift's Reputation; the Friendly Side of the Law; and Recent Fiction

A CONSIDERABLE explorer, Mr. Cherry-Garrard, once wrote that Polar exploration was at once the cleanest and most isolated way of having a bad time that had yet been devised. It is doubtful whether any of the innovations in the last few decades have materially altered the sense of that pronouncement. The latest of such epic journeys has been the Trans-Antarctic Expedition of 1957-58 undertaken by Sir Vivian Fuchs and his companions, a triumph of courage, of fortitude and of modern organisation. Not even the most up-to-date organisation can yet be proof against Polar conditions, and the hardships faced by Dr. Fuchs from his starting point and across the whole sub-continent and Sir Edmund Hillary from his opposite base were severe in the extreme.

Mr. Noel Barber, whose book THE WHITE DESERT (Hodder and Stoughton. 16s.) is his personal story of the expedition, flew out to the South Pole to meet both Fuchs and Hillary and his record of conditions and events is as lively as one would expect from such a practised and much-travelled newspaperman. He was, as he points out, the first Pressman to be sent out there by his paper, if one excepts *The Times* representative, Dr. Fuchs, and his despatches, as one remembers, were capital reading. The same could be said for the present book with its anecdotes and its friendly comments on the characters, so greatly differing, of the two explorers: "that strange and likeable man, Hillary" and Fuchs, "the practical dreamer."

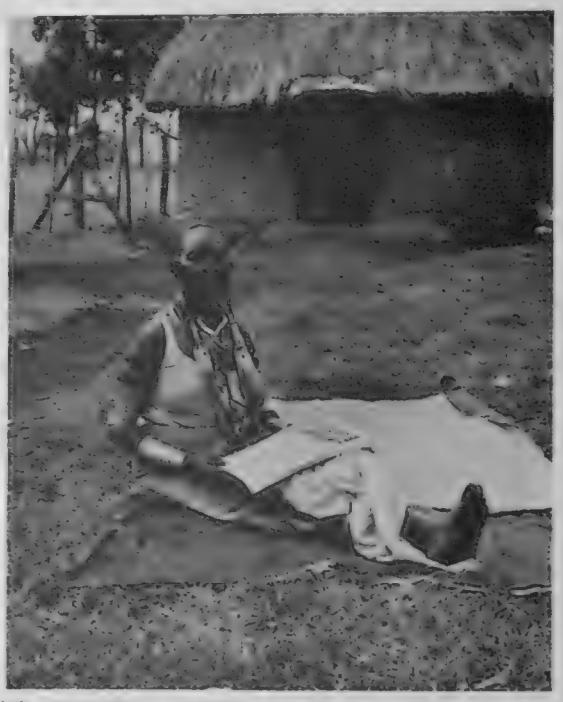
In June 1780, Dr. Johnson wrote to Mrs. Thrale about recent events in London, adding that "such a time of terror you have been fortunate in not seeing." He was referring to what are generally now called the Gordon Riots. They raged for nearly a week, leaving a death roll of about 700 people and incalculable damage to property. The violence and suddenness of these riots have never been equalled in London and it is to be hoped that they never will.

In Mr. Christopher Hibbert's KING MOB (Longmans. 21s.) the whole affair is shown as starting calmly enough though with an unusually large delegation to Parliament of 50,000 men, a proportionately larger crowd in those days of a small London. The object of their petition, if not harmless, was at least not a portent of immediate danger. It was concerned with a possible repeal of a new act by which Roman Catholics in this country were granted some inconsiderable reliefs. However, violence was not far away and by evening of the same day several groups of drunken rioters, with more interest in robbery and arson than in any political motives, were more or less in charge of the situation. As for Lord George Gordon, of whose family Horace Walpole sweepingly declared that "they were, and are, all mad," he has possibly been maligned in fiction if not in history. It is an extraordinary story and in many aspects, as every tale of senseless mob violence must be, a terrible one. Mr. Hibbert has documented it thoroughly and written soberly and unsensationally of a bloodstained page in London's history.

THE PERSONALITY OF JONATHAN SWIFT (Methuen. 15s.) is a scholarly study by Dr. Irvin Ehrenpreis, a don of the University of Indiana, who has given much time in the past ten years to research into Dean Swift's background in England, France and Ireland, and who has included matter from several lectures he has given on the subject. Swift was a great prose satirist, possibly the greatest who has ever written in the English language. He was also an ill-starred creature whose long life ended in years of illness, incapacity and semi-madness. The author of this meticulous and painstaking examination, ranging from style to physical health, has much that is sensible to say and many misconceptions to put right. His book does a real service for Swift's memory and much to remove the slurs on his private reputation.

The next two books are concerned with various angles of the law as it is practised and administered in England. Mr. David Ensor's volume of autobiography, I WAS A PUBLIC PROSECUTOR (Robert Hale. 16s.), is not perhaps as dramatic in content as its title would indicate. It is mainly taken up with a pleasantly discursive account of the writer's career, as law lecturer to Hendon Police College under the aegis of "Boom" Trenchard, at Scotland Yard itself and as prosecuting solicitor to the Newcastle Police Force. Mr. Ensor can be a good story-teller, and there is plenty of material, much of it at first-hand, in the annals of his own experience. He is definitely at his best in reminiscence and his own quiet humour is by no means put in the shade by the instances of courtroom with which he quotes. Although, as he tells us, Mr. Ensor retired from the Law in 1947 it has been too important a part of his life to become entirely a thing of the past and he writes of legal tussles with the greatest liveliness, observing most convincingly at one point that he is all for a bit of friendliness in Court. Altogether, an amiable book.

BRIEF TO COUNSEL (Michael Joseph. 12s. 6d.) could be called that, too, in spite of having been constructed to a different pattern. Mr. Henry Cecil has had the altogether admirable idea of writing a book that will be of practical help to young barristers; in other words, a guide that will tell them many indispensable things about the practice rather than the theory of the law; the kinds of things which none of the impressive legal tomes seems to include. In the small compass of these 180-odd pages Mr. Cecil touches on such relevant (and essential) matters as leading questions, opinions ("When you are asked for your opinion, give it"), managing clerks in solicitors' offices and the four qualities which you should have if you are to succeed. On kindred matters, for instance the cost of training for the Bar or the possible yearly income for a new young barrister, Mr. Cecil is delightfully lucid. His *Chapter of Explanations* is so useful to the lay reader, let alone the lay client, that it seems amazing such passages have not been written before.



THE UBIQUITOUS "SPHERE": In Kenya, a Kikuyu woman relaxes with a copy of "The Sphere." A reader, Miss V. A. Boles, sent us this interesting picture with the comment, "The enclosed photograph was taken in May this year in Kenya. It is of a Kikuyu woman who very reluctantly allowed me to take the photograph as I was fascinated by her long ear-holes." Some years ago the *New Yorker* published a cartoon of an imaginary scene in the editorial office of *Life*, with an assistant asking should he address a correspondent as "Dear Reader." We might have the same problem should the lady in the picture write to us.

Best of all is Mr. Cecil's own final quip, quoting a fictional Treasurer of an Inn, addressing young men and women who were about to be called to the Bar: "I wish you all the success you deserve," he said. "I am sure you will have it and I hope that that thought will not depress too many of you." Many of us will remember this writer's earlier book and film, *Brothers in Law*. The new one is not fiction but it has the same humour and the apt addition of drawings by Mr. Edward Ardizzone.

Somewhere between fiction and fact comes the first of this week's novels, KILOMETER 95 (Gollancz. 16s.), in which individual characters are imagined, but the background, in its conception, in its atmosphere and in all but its exact physical detail, is based unmistakably on reality. The scene is Israel in the late 1950's and, more particularly, a frontier settlement in the Negev Desert on the edge of the Gaza Strip. This community is of the kind called *kibbutzim*, a kind of colony in which everything is idealistically held in common The one with which the story deals consists of about fifty people, most of them to be described as intellectuals, who have left easier or more prosperous ways of life partly to defend their country's borders and partly to work the arid and infertile desert land of the Negev.

The authors, Miss Margalit Banai and Mr. Herbert Russcoll, write with a patent sincerity and the force of their convictions. Their narrative has an undoubted dramatic force in which the situation, rather than the separate people who are enduring or trying to shape it, catches and holds one's interest.

There is nothing of the storm and struggle, or the overall picture of conflicting faith and violence in the next novel which is Mrs. Frances Parkinson Keyes' story of Louisiana in the 1920's. Its vital rice industry was recovering from the slump and when young people's thoughts, in the circles of which she writes, might turn to dances, to innocent but oddly-named slumber parties, to water-melon parties or to craw-fishing. THE GOLD SLIPPERS (Eyre and Spottiswoode. 15s.) is a sequel to the same author's *Blue Camellia* but although it deals at intervals with murder, lust and insanity it is, on the whole, a happy book in which the characters, or such of them as are deserving, may look forward to secure futures and cosy bank balances.

A WEEK IN THE COUNTRY (Hutchinson. 16s.) is by Mr. Ernest Gébler, a serious, neo-Laurentian writer with much, including his obvious devotion to the profession of letters, to recommend him. His story is of a small group of people living on an isolated but well-run farm at the foot of the Cumbrian mountains. The fact that the farm is in such good shape is due to the narrator, a man who was crippled as a child by his father's drunken driving, is of a gloomy disposition but has survived one wife to bring up his daughters himself. The isolated situation of the farm has a profound effect on the woman he hopes to make his second wife but who prefers a less settled arrangement. To this household come two long-lost brothers from the United States where they had settled, one to have become an active Communist and the other a victim of a McCarthy committee. Alternately glum or endlessly articulate the brothers work out their destinies in the short span the author has given them and, if this is not an inspiriting book, it can honestly be said that it is a thoughtful and sensitive one.

THE VICHY REGIME

A Sombre Period in Modern French History

There is no more tortuous or more sombre period in modern French history than that of the German occupation and the establishment of the Vichy Regime. It may well be that the British attitude towards the conduct of our neighbours in defeat was too inflexible, stemming from our own burning national resolve to survive, and from the certain knowledge of treachery across the Channel. Perhaps we never were quite able to understand how genuinely some people strove to carry on a Government that had the semblance of being French and was not completely subservient to the conqueror. M. Robert Aron, who has been well known in France for some twenty years as a political thinker and historian, has marshalled the immense array of known facts into a continuous sweeping narrative.

With undoubted success, THE VICHY REGIME (Putnam. 42s.) shows us a beaten, but in part unbowed, France more or less steadfastly resisting "Polandisation," as M. Aron calls it, and the wily, if not deeply intelligent, Marshal Pétain. With this examination of French affairs we should surely entertain a more than ordinary sympathy; it is certainly the work of a patriot, but it also bears the stamp of intellectual honesty; the genuine historian's approach. The book revolves inevitably about the figure of the aged Marshal, but there are many portraits of the lesser known men of Vichy, those up and coming arrivals like Marion, Benoist-Mechin and Pucheu, who were neither Nazis nor really Fascists. M. Aron has written with an economy of phrase that makes his book all the more effective.

Kenneth S. Lynn has clearly derived a great deal of personal enjoyment in compiling his anthology, THE COMIC TRADITION IN AMERICA (Gollancz. 21s.). He has delved among the humorous writings of the U.S.A. and produced treasure trove from many sources, but largely from the same fruitful period, the nineteenth century. Of all the contributions possibly the funniest is the speech given by Mark Twain at the Brunswick Hotel in Boston in 1877, to commemorate Whittier's seventieth birthday. Whittier, Longfellow, Emerson and Oliver Wendell Holmes were among the guests. How Mark Twain got up and guyed the literary "frauds" of Atlantic seaboard society has long since been a landmark for his biographers. On that occasion his critics say that he spoke in the worst of taste amid an understandably frosty silence. The wit of Henry James, Nathaniel Hawthorne, and James Russell Lowell are other gems in this unconventional diadem.

Pierre Sichel clearly possesses a magnificent sense of the Victorian and Edwardian eras and this, coupled with the wealth of research he has undertaken, provides a lush and authentic background for his new novel, THE JERSEY LILY (W. H. Allen. 15s.). This story, based on the life of Lily Langtry, that much photographed beauty, actress and socialite, has pace and verve. It must have to reflect the activities of a lady who dedicated every moment to enjoying herself. After dancing from dusk to dawn, she was often ready to go round the clock and never thought twice about changing straight from her evening dress into a riding habit for an early morning ride in the park. Pierre Sichel has written an excellent novel about this remarkable woman

WELCOME RETURN OF TWO STARS IN AN AMERICAN COMEDY: *On left*—Beatrice Lillie as the eponymous heroine of *Auntie Mame*, with Florence Desmond (left) as the actress-friend, Vera Charles, recall the time when they were playing together in *Chu Chin Chow*. *On right*—Beatrice Lillie (fourth from right) asks "Are we all lit?" as she serves "Flaming Mame" cocktails, in a scene in which she shocks the New England friends of her nephew, Patrick (Dinsdale Landen), third from the right. The characters from left to right are Mr. Babcock (David Bird), Pegeen (Jill Melford), Mrs. and Mr. Upson (Pamela Simpson and Donald Stewart), Norah (Anita Sharp Bolster), Auntie Mame, Patrick (John Hall), Gloria Upson (Jacqueline Ellis) and Ito, the Japanese butler (John A. Tinn). Opening last week in London at the Adelphi Theatre, *Auntie Mame* is an American comedy of eccentric and whimsical charm, concerning an American socialite, addicted to cocktail parties and entrusted with the education of a small boy. Her attempts to instruct him in the usages of her world produce a succession of improbable situations. Beatrice Lillie, playing the part with virtuosity and wit, appears in a staggering variety of wigs and costumes as she travels round the world through the years. She is supported in the large number of different scenes by a huge cast and by Florence Desmond making a welcome return to the stage.

"AUNTIE MAME" COMES TO LONDON

THE BELLS ARE RINGING: Auntie Mame spends a brief period of confusion as a telephonist. *On right*—Awakened after a party and confused by the help of her friend, Vera Charles (right), Auntie Mame tries to dress in a hurry.

A PLAY WITHIN A PLAY: Vera Charles (fourth from left) hisses, "And get rid of those damned cow-bells!" to Auntie Mame. Appearing in a small part in a play in which Vera has the lead, Mame creates havoc by jangling her bracelets while standing in the wings. *Auntie Mame* had a long and successful run in New York, where its combination of absurd eccentricity and sentimentality proved to have been very much to the taste of Broadway audiences.

The story of an unhappy marriage and a second one ling towards the same melancholy end may be nothing than a recital of someone else's disasters but it also, told with enough sense of character and ugh warmth and pity, be a wholly human tale hich the reader can be affected, almost as if he the people himself. Mrs. Stella Morton's THE RONG ARE BOUND (Hodder and Stoughton. 15s.) ell on the way to being in that second category I recommend it to you for its lack of pretension.

The fifth volume of THE COLLECTED PLAYS NOEL COWARD (Heinemann. 25s.) has now eared and I have been reading it with consider- pleasure, taking the plays out of the order in h they were produced but, since I have been mate enough to see them all, in the order in which enjoyed them. Because of this, I started with *Spirit*, which is not so much evergreen as ever- en, a wonderful, funny fantasy of a play and one read with delight. It is delightful to hear an of Gladys Cooper's voice in *Relative Values* and Lunts' grace lingers in *Quadrille*. *Peace in Our* and *Pacific 1860* are the two other items but, as h as anything else, I enjoyed the introduction Mr. Coward has written for this volume. It ng, well reasoned and contains such splendid as: "I prefer comedy to tragedy and laughter to . This may or may not be a temperamental but it has certainly proved to be both an artistic financial asset."

Vernon Fane

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some people regarded as a mercenary courtesan others as an ornament of her day and age.

When William Douglas Home wrote *Now Barabbas* sted no time. There were no labour pains, it just into being, starting on a Monday morning in 1945 and being completed on the Wednesday with no anguish and only a modicum of toil. s a "natural," says Mr. Home, in his introduction collected edition of his plays, which now makes ost welcome appearance. THE PLAYS OF IAM DOUGLAS HOME (Heinemann. 35s.) es five works. In addition to *Now Barabbas* they *The Chiltern Hundreds*, *The Thistle and the Rose*, *ad Samaritan*, and *The Reluctant Debutante*.

Mutt was a Canadian dog of remarkable personality abits, and he had the distinction of owning a boy, Mowat. Their home was on the Canadian , and Mutt bestrode them like a colossus whatever e for the given day, whether as hunter or family led. THE DOG WHO WOULDN'T BE (Michael h. 15s.) is a story of a dog who could really adapt lf to anything. Mr. Mowat tells the story of his al bond with Mutt in a most engaging way.

Nothing is more characteristic of the East Anglian hes than the Round Towers. The Rev. Claude Messent has made a detailed study of them, their and purpose, and has visited them in five counties. ROUND TOWERS TO ENGLISH PARISH RCHES (Fletcher and Son, Norwich. 30s.) is ely illustrated, the various towers each being ted a single-page line drawing.

R. C. E.

BRITONS IN NORWAY

A Party of Service Officers Spend Five Weeks Under Canvas While Exploring a Sparsely Populated and Mountainous Region of Norway

SERVICES SCIENTIFIC EXPEDITION IN NORWAY: Midshipman H. Donohue, Royal Australian Navy (left), and Lieut.-Commander M. Burley and Lieutenant J. Summers, both Royal Navy, make a survey of the land from the top of a mountain in the region of Odda, near Bergen. They were among a party of some fifty Service officers, mostly from the Royal Navy and Royal Marines, who recently returned from Norway where they produced accurate maps of the little-visited area of the hinterland, made meteorological observations, and undertook other scientific work. The expedition also offered opportunities for its members to develop qualities of self-reliance and initiative.

On right—

MAKING A SURVEY: Second-Lieutenant H. Wiltshire, Royal Marines, and Midshipman D. Clubb and Lieutenant J. Summers, both Royal Navy, survey a mountainous region. While in Norway members lived under canvas.

ARRIVAL IN NORWAY: H.M.S. *Acute*, an ocean minesweeper of the Dartmouth Training Squadron, lies at berth at Odda after having brought the members of the expedition from Dartmouth. The return journey was made by the minesweeper H.M.S. *Jewell*.

NORWEGIANS IN LONDON

The "Christian Radich," a Three-masted Norwegian Training Vessel, Visits London on Her Way Home After Taking Part in the Brest to Las Palmas Race

SAILS IN THE THAMES: Norwegian cadets are seen amid the rigging as they furl the sails of the training vessel *Christian Radich*, a three-masted, square-rigged Norwegian training vessel, shortly before she berthed at London Bridge. The windjammer was visiting London for a few days on her journey back to Norway after taking part in the Brest to Las Palmas race. The *Christian Radich*, one of the last eight ships of her kind in the world, was built in Norway in 1937. Three years later the Germans took her to Kiel, where she was scuttled. Raised in 1947, the vessel underwent extensive repairs and fitting-out to enable her to continue duties as a training ship. Her present captain was formerly master of the Norwegian Royal yacht. The *Christian Radich* is featured in the current film *Windjammer*, which gives an insight into the training of a cadet during a voyage.

SETTING COURSE FOR LONDON: The *Christian Radich* makes a spectacular picture as she is towed through the water at Gravesend to berth at London Bridge. The Norwegian windjammer is manned by seventy-four cadets working under twelve officers.

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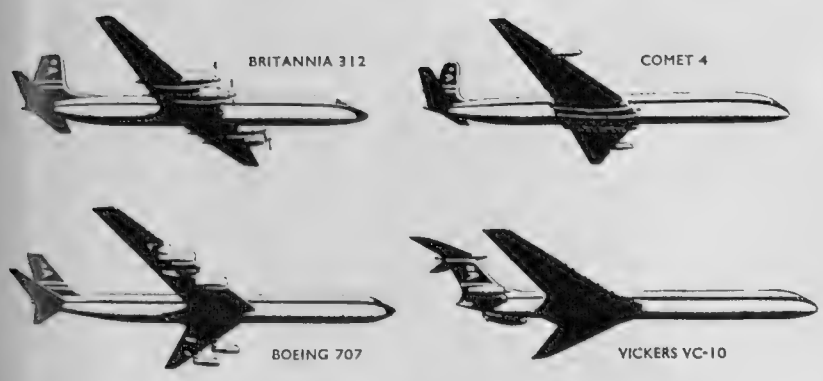

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BRITAIN'S NEW CARS

Models from Austin, Hillman, Bristol and Vauxhall; A Sad Loss to the Motoring World; The Automobile Association and the Law

By "THE SPHERE" MOTORING CORRESPONDENT

A NEW Austin model just announced by the British Motor Corporation will almost certainly be sensation Number One at next month's Motor Show at Earls Court. It is the product of a brand new approach to the subject of car design. The new car—the A40—is a two-door four-seater combining the best features of both the saloon and the estate car. It will cost about £675, including tax. The designers have extended the roof-line to enclose the boot. This gives more headroom to the rear-seat passengers and makes it possible to convert the little car into a big load carrier. You simply unclip a parcel shelf behind the rear seat and tilt the seat squab forward. This gives 18¾ cub. ft. of carrying space below the waistline instead of the normal 11½.

Instead of the usual boot lid there is a vertical tail board. This means there is access to the car's luggage space from both inside and outside. It is an ingenious idea, and in view of the growing popularity of the estate car I can foresee a big demand for the new A40. The makers have stated: "Three years ago Austin designers and technicians, together with Pinin Farina of Italy as styling consultant, started with a clean sheet of paper. The A40 is the result."

The new Austin uses the engine, gear-box, suspension and other components of the popular A35. It is the most impressive example to date of B.M.C.'s policy of rationalisation. The 948 c.c. overhead-valve engine gives a top speed of 70 m.p.h. and a petrol mileage of 40 to the gallon is claimed. The performance, say the makers, is comparable to that of the lively A35. More powerful brakes are fitted to cope with the heavier loads which the car's unusual design makes possible and the A40 has a track 2¼ ins. wider and a wheelbase 4 ins. longer.

The overall dimensions make garaging easy. They are: Length, 12 ft. 0¼ in.; width, 4 ft. 11½ ins.; height, 4 ft. 8¾ ins. The doors are 3 ft. wide and give easy access. The gear lever is on the floor, there is a combined ignition and starter switch in the modern manner, a combined headlamp and dip switch fitted to the steering column, and a "dished" steering wheel. Another safety feature is a crash pad below the windscreen. The car has an all-steel body, integrally built, and the spare wheel is located in the boot, with a fabric cover. There is a parcel shelf running the full width of the car under the facia. The car weights 14½ cwt. and is available in standard and de luxe models.

The 1959 Hillman Minxes have a more powerful engine of 1½ litres, the seating is more comfortable, there is a new radiator grille and the facia has been re-styled.

The new 1,494-c.c. engine gives better acceleration, faster cruising and a top speed of 80 m.p.h. The old 1,390-c.c. unit developed 51 b.h.p. at 4,400 revolutions a minute. The new engine, basically the same as that used in the Rootes Group's Sunbeam Rapier and Singer Gazelle, produces 52.5 b.h.p. at the same peak revs. with a compression ratio of 8.5 to 1. What Minx owners will appreciate is the greater liveliness in the lower speed range and ability to pull away smoothly in top gear from 15 m.p.h. (though I would prefer to drop down into third). A new axle ratio of 4.55 to 1 gives higher cruising speeds. The body insulation has been improved and a bigger exhaust silencer is fitted. The size of the clutch has been increased from 7¼ ins. to 8 ins. to cope with the increased engine power, and the steering is lighter and more precise now that a new recirculating ball system is employed.

The Minx's oil, ignition, flashing indicator and headlamp beam warning lights are now grouped round the fuel gauge in the centre of the instrument panel. They are flanked by the speedometer on the driver's side and on the other by a three-in-one unit fitted with water temperature gauge and with provision for an oil gauge and ammeter as extras. Provision is also made for a clock. Women drivers and passengers particularly will appreciate the new full-width parcel tray. You can get the Minx models in an attractive new range of colours, both single and dual-tone. On the de luxe saloon the division between the upper and lower colours has been dropped slightly to achieve a new, stylish appeal. The low-price Minx Special saloon gets a new interior trim, in addition to the more powerful 1½-litre engine. Its bucket seats have been replaced by a bench-type seat. Only the Husky estate car continues to use the old 1,390-c.c. engine.

FOR TOWN AND COUNTRY: The new Austin A40 saloon introduces a fresh design approach to motoring. The extended roofline encloses the boot, giving a compact external appearance, and generous seating and luggage capacity; yet it may be converted to operate like an estate car.

The Singers continue with little change. The moulding of the centre body "flash" has been revised to emphasise the car's elegance of line and the saloon and estate car models get a folding arm-rest for the front seat. A new range of dual colours has been adopted for the estate car, and you can get the Gazelle saloon in a new two-tone colour: smoke-green and sage-green.

Price reductions are announced by the Rootes Group for their Minx and Singer Gazelle estate cars. The new basic price of the Hillman is £598, a reduction of £27. With tax added the Minx estate car now costs £898 7s. Basic price of the Gazelle utility has been cut by £30, the new overall cost, tax included, being £998 17s.

It is no secret that production of the Bristol luxury car dropped to a very low figure some time ago and there was speculation whether the famous old aircraft company was about to forsake the automobile business. All fears have finally been set at rest by the announcement of the new Bristol 406, which will make its first public appearance at the Motor Show. The 2-litre engine has been stepped up in size to 2,216 c.c., there are Dunlop disc brakes on all four wheels and a two-door, four-seat body of new design preserves the aerodynamic form characteristic of Bristol cars while giving more headroom to the rear-seat passengers.

The new Bristol is undoubtedly a more comfortable car than its predecessors, with more room inside and a luggage boot which occupies the whole tail and extends into both rear wings. The boot is fully-trimmed, has a flat floor and is automatically illuminated when the lid is opened. The performance is silky and the finish is excellent—as one might expect of a car that costs £4,493 17s. (of which £1,498 17s. is purchase tax). Total price is £907 more than that of the "405" which the new Bristol saloon replaces.

The Vauxhall models continue with little change for 1959. On both Velox and Cresta the wheels are now finished in ivory, and these 6-cylinder models also have new colours, upholstery styles and colour combinations. A front arm-rest is now available as a factory extra. For the Velox it costs £4 10s., including tax; for the Cresta £5 5s.

I shall have more Motor Show news later on. Meanwhile, may I remind you that the Show opens on October 22. There will be a total of 530 exhibitors this year, including 60 car manufacturers. A true international atmosphere will be given to the exhibition by car models from the U.S., Canada, France, Germany, Italy, Sweden, Czechoslovakia and—for the first time—Holland. Last year the Show attracted 483,500 paying visitors in addition to 16,800 guests from abroad.

Many people, particularly in the motoring world, heard with deep regret of the death at Eastbourne of Lieut.-Colonel A. T. Goldie Gardner. He belonged to that great company of record-breakers which has also been graced by such fine motorists as John Cobb, George Eyston, Malcolm Campbell and Henry Segrave.

During his racing career Goldie set up a total of 116 speed records, including 35 international class records. Perhaps his best-remembered effort was his 203 m.p.h. run in 1938 on a new autobahn near Dessau with a streamlined M.G. He was the first driver to pass the 200 m.p.h. mark in a light car. In an M.G. Midget Goldie was the first driver, in the early '30's, to lap Brooklands at more than 100 m.p.h. in a 750-c.c. car.

The A.A. has issued an interesting interim report on the working of the Magistrates' Courts Act, which came into force nearly a year ago. This is the Act which has been called the "Rubber Stamp" Act because it allows Justices to deal with minor traffic offences in the absence of both the defendant and the police officer who reported him. Here are the A.A.'s main conclusions: (1) The police may be using the time saved by officers' non-attendance at court to "book" more motorists for more serious driving offences; (2) Justices' Clerks sometimes disobey the Act by failing to read the letters sent to the court by absent defendants; (3) Police evidence in "Rubber Stamp" cases often contains inaccuracies; (4) If a motorist stopped by a policeman says "I'm sorry," the remark is almost invariably included in the officer's statement, even when it is used by the motorist out of a sense of politeness.

Regarding point four, an A.A. spokesman commented: "Defendants feel that to a magistrate the words 'I'm sorry' might imply an admission of the offence, when all that was meant was a spontaneous expression of regret at causing inconvenience." As far as point one is concerned, the A.A. said that in the first six months of 1958 the number of applications from members for legal aid in allegations of careless driving had increased by 38 per cent. In the same period the number of applications concerning dangerous or reckless driving had gone up 46 per cent. "But," said an A.A. official, "while the number of cases we have been called on to defend has gone up in a startling manner, we have secured dismissals in nearly half of the careless driving summonses and in three-quarters of the more serious accusations."

SLEEK, SMART AND FAST: The Hillman Minx convertible is one of the new and improved cars in the popular Hillman range. A 1,494 c.c. overhead-valve engine gives an all-round improvement in performance as well as giving greatly increased fuel economy and a longer engine life.

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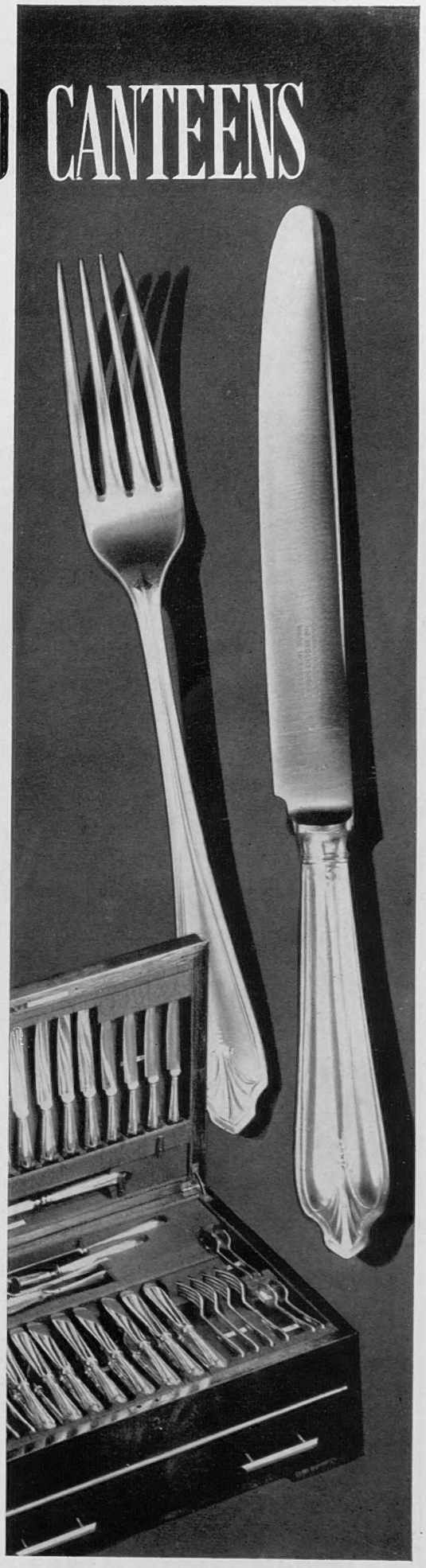

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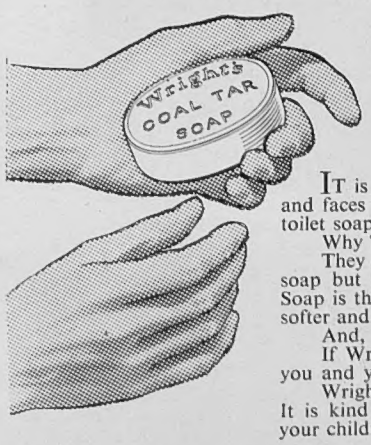

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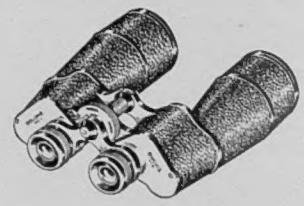

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His early life seemed to promise a great future. Educated nowhere near the humble cot of a rough farmer, his school reports were always good, especially actually for maths and geom. Top in trig., he was obviously destined for the Massachusetts Institute of Technology where he majored in economics, got the autograph of Hartley Withers, and read the life of Lord Keynes twice.

The remarkable fact remained, however, that in spite of his tiny job in the City (correct) it remained tiny (wrong). The more he studied international retarded bonds, payments per bend, and the dollar tranche, the less well he did actually financially. Indeed he never even began to get going until he discovered that so far as the Higher Money is concerned, instinct is the only true guide; and he never truly made good until he proceeded by a system of hunches and winks, a glance at what the stars foretell, a sixpenny horoscope from Brighton Pier out of a slot machine, and a special method, after a long stare at the tea-leaves in the bottom of his tea-cup at breakfast, of walking along Threadneedle Street without treading on a crack between paving stones.

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